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PRINCIPAL CONTENTS.

Manufactures of Steel....437
Kent County (Md.) Railroad....437
Little Miami and Columbus and Xenia Railroads....456, 438
Ohio and Mississippi Railway....439
Great Western Railway of Canada....440
Grand Trunk Railway of Canada....440
The Public Debt....441
Notices to Contractors....457, 441
City Passenger Railroad Share and Bond Lists.443
Federal and State Securities....444
Interest and Dividend Tables....442, 446
Railroad Share List....449
Stock Exchange and Money Market....453
Delaware and Hudson Canal Co....455
Railroad Earnings....445, 456
Imports of Dry Goods....456
Hudson River Railroad Bridge....457

American Railroad Journal.

New York, Saturday, May 9, 1868.

Hte. Petin Gaudet & Cie.

When we see the fears expressed by the English manufacturers at the sudden and astonishing progress made in iron and steel manufactures on the continent of Europe, and particularly in France, we think we may interest our readers by giving a short account of one of the principal works of that country.

We refer to the large works of Messrs. HTE. PETIN GAUDET & CIE. These works are divided among nine different establishments, each having its own specialty and employing in the aggregate a steam power equal to that of 6,000 horses, and a working population of 7,000 men. Messrs. Petin Gaudet & Cie., do not pursue any isolated branch of manufacture, but represent them all, and in each have accomplished the most remarkable results. In the casting of steel they have produced the largest masses, viz: a cannon of 33 tons weight—those of as large dimensions of other manufacturers being composed of several parts. Besides their own country, they have supplied with Steel Cannon and Trunnion Rings, Italy, Spain, England, Denmark, Russia, Turkey and Norway, and the trials to which these cannon have been put plainly demonstrate the perfect confidence which may be placed in the resistive power of the steel.

They are also engaged in the manufacture of Cast Steel Railway Tyres, having supplied over 600,000 to French and Foreign Railways, which fact is of itself sufficient testimony as to the quality of their work.

They are now, in addition to the above and other work, delivering 40,000 gun barrels monthly to the French Government.

They have made for more than 42 vessels, on orders given by the Italian, Spanish, English, Prussian and South American Governments, sheets of steel 90 feet in length, armor plates of 10 inches in thickness, and shafts of 25 tons weight.

In the rolling of iron beams for bridge and building purposes, they have attained results which are considered by the English manufacturers as *toure de force*, having made beams of 125 feet in length and 40 inches in height, and among others cross beams of 20 inches in thickness, which will be called upon to play an important part in the building of piers for bridges and railway viaducts.

They are able to produce all their fabrics of a superior quality, and at less price than other makers, by having under their own control every detail of the manufactures from the first extraction of the ore from their famous mines in Sardinia, to the delivery of the finished work, and at the same time by their system of estabishing at each manufactory, aid-funds to which the company adds an equivalent sum to that contributed by the workmen, gratuitous medical attendance, free practical schools for the children of workmen, small and comfortable houses, and stores from which provisions and clothing are distributed at cost prices, showing that though they may not receive higher wages, yet the workmen of this company are in the best condition and interested in the progress of the works of which they may be considered partners.

Probably no more successful or extensive works can be found in any department of manufacture in the world than those of Hte. Petin Gaudet & Cie. *

Central Pacific Railroad.

The attention of capitalists and investors is called to the foundation and merits of the CENTRAL PACIFIC RAILROAD FIRST MORTGAGE BONDS, believed to be among the most perfect and reliable corporate obligations ever offered in this country. It is well known that this part of the National Pacific Railroad Line receives, beside a valuable grant of lands, the United States Subsidy Loan, averaging $35,000 per mile; and that an equal amount of private capital has been invested in the enterprise, over all of which the First Mortgage Bonds have precedence. The most expensive and difficult portion of the Road is now in successful operation, with a large, increasing, and profitable business thereon.

The Bonds, of $1,000 each, bear six per cent. per annum—both principal and interest repayable "IN GOLD COIN"—and are offered, to a limited amount, at par and accrued interest, in currency. At the present time they yield, therefore, nearly nine per cent. upon the outlay.

Documents, showing the Organization, Progress and Business of the Company, furnished on application, by

FISK & HATCH,
Bankers and Dealers in Government Securities, and Financial Agents of the C. P. R. R. Co.
No. 5 Nassau st., New York.

Kent County (Md.) Railroad.

The Chestertown *Transcript* says that the directors have completed a contract with Messrs. A. F. Sears, Peter Sandford and Rodman Backus, of Newark, New Jersey, for the construction of 32.09 miles of this road, extending from near Massey's Crossroads, *via* Kennedyville, and stations near I. U. Crossroads, Chestertown, Belair and Rees' Corner, to the terminus, on Swan creek, with all the side tracks, a wharf, turn-table, engine-house, water stations, all the depot buildings and platforms, for the sum of $548,000. The work is to be commenced within thirty days, and the sections from Massey's Crossroads to Chestertown, with all the sidings and buildings connected therewith, are to be completed by the first of January next; and the other sections, in like manner, in 1869. Of the whole amount contracted to be paid, the sum of $169,332 is to be paid in cash, $98,640

in Kent county bonds at par, and the balance, $280,038, in the bonds of the company.

Little Miami and Columbus and Xenia Railroads.

The earnings of the Little Miami, Columbus and Xenia and Dayton and Xenia Railroads for the fiscal year ending November 30, 1867, were:

From passengers		$741,886 13
" freight		951,822 97
" mail and express		141,157 41
" rent of track and depots		3,072 61
" mileage of cars		8,470 04
" gross earnings D. & W. R. R.		139,354 79
		$1,985,763 95
Expenses, viz.:		
Repairs of road	$274,663 39	
" bridges	10,542 07	
" depots, etc.	40,754 71	
" locomotives	85,025 93	
" cars	148,542 71	
Passenger expenses	183,080 49	
Freight "	248,127 88	
Fuel	161,844 56	
Oil, waste, etc.	38,773 74	
Rents	6,892 22	
General expenses	60,309 45	
Loss and damage	23,156 23	
		1,281,713 38
Earnings less working expenses		$704,050 57
Interest	$94,579 44	
Taxes	74,412 92	
Working expenses D. & W. road	117,967 53	
Taxes and rent of do	58,231 27	
		345,191 16
Net earnings		$358,859 41
Received from C. & I. C. R. R. Co., on division of earnings		17,923 21
Received from C., C. & C. R.R. Co. on division of earnings		7,407 22
Balance		$384,189 84
Add balance from previous year		510,625 61
Dividends from stocks, etc		4,456 12
Total		$899,271 57
Used by L. M. & C. & X. Co's. for construction		$97,960 80
Dividends June 1867		203,031 58
" Dec. 1867		201,901 00
Undivided surplus Nov. 30, 1867		396,378 19
Total, as above		$899,271 57

The gross earnings, after divisions under contracts with other companies, were $1,871,739 59, against $1,953,356 91 in 1866—a decrease of $81,617 32. The expenses for the year, including taxes, were $1,356,126 30, a decrease as compared with the previous year, of $95,453 04. The net earnings are therefore $13,835 72 more than in 1866. This is exclusive of the earnings and expenses of the Dayton and Western Railroad, which is leased and operated by these companies. It will be observed that the net earnings of that road for the year have not been sufficient to provide in full for the interest on the bonds. The necessity for rebuilding the bridge over the Miami river at Dayton will impose such a burden upon the expenditures of the Dayton and Western Railroad for the ensuing year that no essential improvement on the results of the past year can be expected. The directors in their report say:

The companies expended during the year on real estate, superstructure and bridges, and on new depots and new improvements connected with the depots, $93,770 86, and $83,628 49 upon new engines, cars, and shop machinery; and these additions to the extent of their cost, are an increase to the value of the property owned by the companies.

These expenditures, and some others not directly connected with the current expenses of the companies, rendered it inexpedient for a cash dividend to be made on the 1st of December, and instead, there was declared a dividend of four per cent., payable in the bonds of the Little Miami Railroad Company at par.

The companies owe on bills which mainly fall due before April 1st about $180,000, and it may be found desirable to apply the net earnings of the half of the coming year to the payment of these bills, and make no dividend next June.

In reference to a detailed statement of the expenditures creating this indebtedness, and the means of the companies to meet them without applying net earnings to that purpose, the committee of stockholders usually appointed at the annual meeting to report on the condition of the roads will be charged with the duty of making a full statement of the condition of the finances of the companies, and report concerning the same to the directors and to the stockholders. The bonds and stocks owned by the companies are abundantly sufficient to discharge this current indebtedness, but could not be disposed of at this time for their value, and the committee may not deem it advisable to sell them. The recommendations however of the committee will no doubt, influence and, perhaps, determine the course to be pursued by the directors in providing for the above-named indebtedness.

There has been a very satisfactory reduction in the items of transportation expense and general expense, as compared with the previous year.

The condition of the roads generally has been fully maintained. The expenditure upon repairs of the roads has been larger than will be required during the coming year.

It is probable that the expenses of the several departments of the roads can be somewhat reduced; those of the Dayton and Western Branch will be materially reduced.

It is the desire of the officers of your companies to reduce the operating expenses of the roads to the lowest point consistent with a proper maintenance of the property in their charge.

The assets and liabilities of the Little Miami and Columbus and Xenia Railroad Companies are as follows:

ASSETS.

Rolling stock and shop machinery	$1,012,564 55
Bills receivable	1,881 42
Due from agents	69,459 46
" transportation companies	44,491 72
" U.S. for military transp.	11,373 75
" U. S. mail transp	5,682 83
" L.M.R.R.Co. individ'l acc't	34,243 78
" individuals	246,601 52
Cash in hands of treasurer	112,551 01
" assistant treasurer	16,707 32
" paymaster	81,689 86
Materials in shops, supply room, etc	208,427 46
Columbus and Xenia R. R. stock	93,900 00
" " bonds	395 00
Little Miami bonds	197,000 00
Pittsburg and Steubenville bonds	200,000 00
Street connection bonds	60,000 00
Other bonds and stocks	14,832 82
Dayton and Xenia branch	411,823 82
Wharf boat	4,399 60
	$2,828,025 92

LIABILITIES.

Bills payable	$79,426 16
Due to agents	543 34
" transportation companies	101,841 01
" individuals	235,055 37
Unpaid dividends	8,483 50
Dividend payable in December	201,901 00
L. M. R. R. Co. partnership acc't	1,202,931 57
C. & X. R. R. Co. "	601,465 78
Joint surplus	396,378 19
	$2,828,025 92

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,943,079 10
Real estate and depots	852,678 30
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cincinnati R.R. stock	9,262 83
Other stocks	2,290 00
Individual accounts	993 82
Columbus and Xenia R. R. Co	63,000 00
L. M. and C. and X. R. R. Co. partnership account	1,202,931 57
	$5,479,885 62

LIABILITIES.

Capital stock	$3,572,400 00
Loan from city of Cincinnati, due Dec. 31, 1880	100,000 00
Mortgage bonds, due May 2, 1883	1,489,000 00
Unclaimed dividends	1,691 51
L. M. and C. and X. R.R. Co. individual account	34,243 78
Profit and loss	282,550 33
	$5,479,885 62
Cost of road and equipment to November 30, 1866	$4,329,496 01
Increase in construction account during the year	65,452 10
	$4,395,048 11
L. M. R. R. Co's. ⅔ of increase of equipment	55,752 33
Total	$4,450,800 44

The account with the stockholders is as follows:

Surplus December 1, 1866	$217,243 13
Am't received from L.M. & C.& X.Co.	65,307 20
Surplus November 30, 1867	$282,550 33

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction	$1,464,078 00
Central Ohio R. R. stock	33,314 68
L. M. & C. & X. partnership acc't	601,465 78
C. & X. R. R. stock	17,050 00
Telegraph stock	2,000 00
Springfield & Columbus R.R. stock	1,000 00
Dayton, Xenia & Belpre "	1,000 00
Individual accounts	26,445 03
Real estate	18,762 46
Bills receivable	18,890 35
C. Fay, treasurer	16,707 32
	$2,200,713 62

LIABILITIES.

Capital stock	$1,786,200 00
Mortgage bonds	248,000 00
Surplus account	85,846 33
Little Miami R. R. Co	63,000 00
Unclaimed dividends	906 97
" interest	53 00
L. M. & C. & X. R. R. Co	16,707 32
	$2,200,713 62
Cost of road and equipment to November 30, 1866	$1,454,444 88
Increase in construction account	28,714 58
	$1,483,159 46
Less real estate sold	319 00
	$1,482,840 46
C. & X. proportion of joint rolling stock	337,521 52
Total	$1,820,361 98

The account with the stockholders is as follows:

Surplus November 30, 1866	$53,192 73
Amount drawn on surplus joint acc't	32,653 60
	$85,846 33

The companies have 45 locomotives, 38 first-class and 2 second-class passenger cars, 24 baggage, mail and express cars, 423 box, 141 stock, 107 platform, 11 coal, 18 lime and 13 caboose cars.

The number of miles run by locomotives has been: with passenger trains, 448,317; with freight trains, 507,594; with other trains, 54,144—total 1,110,055, at a cost for repairs per mile run of 7.44 cents. The mileage of passenger cars was 2,585,045; cost per mile, 2 cents. Mileage of freight cars, 7,662,553; cost per mile, 1.2 cents.

The total number of passengers transported on the roads during the year, exclusive of commutors, has been 463,736, of whom 136,786 were through and 326,950 were local. Number of passengers carried one mile, 29,979,605.

The tonnage of the year, exclusive of mails and express matter, amounts to 435,977 tons, of which 253,583 tons were through freights, and 182,394 local, and shows an increase over last year of 26,967 tons.

Elizabeth and Paducah Railroad.

An election was held in Louisville, Ky., on the 2d inst., to decide whether the sum of $1,000,000 should be subscribed to aid in the construction of the Elizabeth and Paducah Railroad. The subscription was voted for by a large majority, and it is expected that the work will be commenced immediately. The country through which the road is to run is very rich and abounds in minerals.

Ohio and Mississippi Railway.

The following is a statement of the earnings and expenses of this road for the years ending December 31, 1866 and 1867:

Earnings:	1866.	1867.
Passengers	$1,615,596 43	$1,429,210 56
Freight	1,581,476 10	1,872,428 25
Miscellaneous	183,510 97	157,680 46
	$3,380,583 50	$4,459,319 27
Expenses, viz:		
Maintenance of way and structures	$1,045,586 64	$718,869 93
Motive power & cars	466,780 18	433,941 85
Transportation exp.	1,138,928 87	1,011,168 23
General expenses	115,565 75	97,130 84
Taxes—Municipal & Government	109,790 82	84,486 55
Damages to property, baggage, freight, cattle, &c	52,671 94	50,193 26
	$2,929,324 20	$2,395,790 66
Earnings less exp.	$451,259 30	$1,063,528 61
Extraordinary expenses:		
Excavation, embankments and fillings	$20,712 12	$15,405 71
Ballasting road bed	118,785 61	131,565 78
Masonry of bridges, culverts, &c	7,491 06	.....
Engine houses, car & machine shops	22,840 55	1,748 25
New station & section houses	5,408 32	1,695 00
Fencing	6,709 14	11,707 86
Real estate and depots	1,150 05	.....
New mach'ry in shops.	1,340 00	2,681 25
Pile driving engine	1,700 00	.....
Legal services, interest on loans, &c	14,035 87	92,627 44
New equipment	149,113 31	192,869 93
Miami Bridge	.....	236,754 44
Ind. and Cin. R.R. Co., use of 3d rail	.....	90,017 41
	$349,286 03	$777,073 07

The receipts and disbursements in 1866 and 1867, were as follows:

Receipts:	1866.	1867.
From earnings	$3,285,457 32	$3,331,258 07
Less paid on account of expenses	2,607,309 25	2,115,297 92
	$678,148 07	$1,215,960 15
Revenue of previous years	41,580 37	97,924 07
Chairman of Trustees, on account	98,104 58	14,675 46
Other sources	119,826 87	115,999 88
Materials used	233,620 75	113,803 49
Cash on hand Jan. 1	262,077 81	225,148 46
Total	$1,433,358 45	$1,783,511 51
Disbursements:		
Ballasting road bed, etc.	$139,497 73	$193,896 06
New cars and engines.	129,968 51	192,869 93
Ind. and Cin. R. R. Co., use of 3d rail while rebuilding the Miami Bridge	29,162 66	90,017 41
Rebuilding Miami Br., on account	8,348 31	325,692 93
Rent of rolling power	45,220 00	33,915 00
Real estate, on acco'nt	4,700 00	16,627 00
Pay rolls & arrearages	74,335 73	113,144 17
Sundry accounts	272,439 45	261,084 07
Materials on hand	113,803 49	114,198 46
Interest coupons on mortgages	390,734 11	287,860 99
Cash balance, Dec. 31.	225,148 66	154,205 50
Total, as above.	$1,433,358 45	$1,783,511 51

The equipment of the read January 1, 1868, was as follows: 79 locomotives, 27 first class and 3 second class passenger coaches, 4 night cars, 2 paymasters', 4 mail, 9 baggage, 6 Adams' Express, 1 express stock, 28 caboose, 84 Diamond Line, 420 box, 40 box stock, 34 rack stock, 220 high flat, 93 low flat, 220 coal and 4 tool and wrecking cars.

The Trustees of Creditors and Stockholders of the Ohio and Mississippi Railroad Co., (E. D.,) having, at a sale made on the 9th of January, 1867, under a decree of the U. S. Circuit Court, upon foreclosure of the second mortgage, purchased the property of the Ohio and Mississippi Railroad Co., extending from Cincinnati to Vincennes, 192 miles, a new company was organized on the 18th of November, 1867, under the corporate name of the Ohio and Mississippi Railway Co. of Ohio and Indiana, and the said Trustees having previously purchased the property of the Ohio and Mississippi Railway Co. of Illinois, extending from Vincennes to East St. Louis, 148 miles, the two divisions were re-organized and consolidated on the 18th of December, 1867, under the corporate name of the "Ohio and Mississippi Railway Company," extending from Cincinnati to East St. Louis, a distance of 340 miles. The basis of re-organization and consolidation of these companies, is as follows:

Capital stock—common	$20,000,000
" preferred 7 per cent.	3,500,000
Total	$23,500,000
Consolidated mortgage bonds, 7 per cent., due January 1, 1898	6,000,000
Total stock and bonds	$29,500,000

It will be seen by reference to the annexed statement, that the Trustees' common certificates, to be converted into common capital stock, exceed the required amount by $226,604 44; while the preferred certificates, to be converted into preferred capital stock, is less by $145,875 38 than the amount authorized. The net excess to be provided for therefore outside of capital stock is only $80,729 06. It is also stated that $4,000,000 of the consolidated mortgage bonds are to be reserved in trust for the redemption of the old mortgages, while the remaining $2,000,000 are to be used for improvements, etc.

The financial condition of the consolidated company, January 1, 1868, is exhibited in the annexed:

BALANCE SHEET.

Construction		$24,086,919 77
Machinery and tools		141,740 93
Personal property, real estate, &c.		1,686,632 18
Telegraph line		25,042 59
Equipment		1,707,000 00
		$27,647,335 47
In hands of Treasurer, &c.	$154,205 50	
Materials at shops	114,198 46	
Personal accounts	193,179 04	
		461,583 00
		$28,108,918 47
Capital stock:		
Trustees' common certificates converted and to be converted into common stock		$20,000,000 00
Trustees' common certificates to be provided for outside of capital stock, $226,604 44.		
Trustees' preferred certificates converted and to be converted into preferred stock	$3,354,124 62	
Preferred stock authorized to be issued $3,500,000, balance to be issued	145,875 38	
		3,500,000 00
Excess of certificates to be provided for outside of capital stock		80,729 06
First mortgage bonds, E. D., due July 1, 1872	$2,050,000	
First mort. bonds, W.D., due July 1, 1872	850,000	
Second mort. bonds, W. D., due July 1, 1874	750,000	
Funded debt bonds, W. D., due Oct. 1, 1882	16,500	
Income bonds, W.D., due Oct. 1, 1882	221,500	
		3,888,000 00
Bills payable		41,405 42
Due on pay rolls, purchases and other accounts		476,558 73
Net earnings since November 1st, 1867, the time the consolidated company assumed the business, &c., of the old organizations		122,225 26
		$28,108,918 47

The officers of the Ohio and Mississippi Railway Company for 1867-'68, are as follows:

President.—WILLIAM D. GRISWOLD.

Vice President.—ALEXANDER H. LEWIS.

Directors.—Joseph W. Alsop, Wm. H. Aspinwall, Wm. Whitewright, Jr., Sam'l U. F. Odell, Allen Campbell, Fred'k Schuchardt, New York; Wm. D. Griswold, Larz Anderson, W. W. Scarborough, Alex. H. Lewis, Cincinnati; John Ross, Vincennes; Lewis B. Parsons, Samuel Gaty, St. Louis.

Gen'l Superintendent.—JOHN W. CONLOGUE.

Treasurer.—CHARLES S. CONE.

Auditor.—PETER VAN DEURSEN.

Secretary.—EDSON D. HAMMOND.

☞ The South-Side Railroad Company have commenced running their trains to Islip.

Ohio and Mississippi Railroad.

The St. Louis *Democrat* says that orders have been given at the machine shop of the conpany in that city to "commence work on all engines now undergoing repair to fit them for a narrower gauge. New cylinders suited for a narrow gauge, are to be put in engines Nos. 4 and 33. A third rail has been added, to be put down in accordance with the contemplated change, so as to correspond with other Western railroads, and to be used until such time as all the present rolling stock can be altered, when the outside rail will be removed. They have made three new engines in the Ohio and Mississippi machine shops during the past year, and more will be commenced immediately, suited to the change of gauge. This will give employment to a large additional force of mechanics."

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JANUARY 31, 1868.

The receipts on capital account during the half year amounted to £4,421 8s. 3d., and the total receipts to the 31st January, 1868, to £5,260,508 0s. 7d. The aggregate expenditure to the same period amounted to £5,363,772 15s. 4d. From this amount has been deducted £1,864 2s. 2d., being the remainder of the amount due from the American lines as contribution to the narrow gauge system, and also £103 1s. 3d., being proceeds of sale of portion of old materials of the steamer "Transit," making the actual charge to capital account on January 31, 1868, £5,361,805 11s. 11d., and leaving a balance to the debit of capital account of £101,297 11s. 4d. The outlay on capital account during the half year has been £23,240 17s. 5d.

This expenditure includes completion of works on car ferry boat "Great Western;" additional signals and sidings for narrow gauge or Blue Line accommodation; additions to rolling stock for the same; further expenditure for rebuilding in stone the bridge over Twenty Mile Creek at Jordan; cost of raising chimneys for the improvement of furnace blasts of rolling mill; sundry additions to stations and platforms; completion of buildings and platforms at Petrolia station, and the erection of tanks at London and Suspension Bridge to improve the supply of water for the locomotive service.

The receipts and expenditure on revenue account were as follows:

Gross receipts		£400,813
Working expenses, including renewals		193,667
		£207,146
From which there has to be deducted—		
Interest on bonds, &c.	£50,911	
Loss on conversion of American funds	66,612	
Amount charged on account of Detroit fire claims	4,110	
Erie and Niagara Railway, deficiency in working	1,258	
		122,891
Profit on half year's operations		£84,255
Add surplus from last half year		1,681
Available for dividend		£85,937

From this amount the Directors recommend a dividend at the rate of 4½ per cent. per annum, free of income tax, which will absorb £80,211 5s. 5d., and leave a surplus of £5,725 6s. 5d. The Directors propose to set apart a further sum of £3,000 as a reserve for the renewal of the ferry steamers out of the above surplus, leaving a balance of £2,725 6s. 5d., to be carried to the credit of the current half year. This renewal fund will then stand at £5,000.

The loss on the conversion of American funds for the half year amounts to £66,611 16s. 9d, as compared with £48,228 11s. 5d. for the corresponding half year of 1867. The average rate of conversions made during the half year was 140⅝, the average of price of gold for the same period having been 140⅛. The price of gold was much higher during the first quarter, within which period the largest proportion of the gold purchases was made.

The following table exhibits the receipts and expenses for the last six corresponding half years:

Half year. Jan.	Receipts. Pass., mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £	Expenses. Including renewals. £	Per cent. of gross rcpts.
1863.	122,627	186,099	579	309,305	172,568	55.79
1864.	129,684	171,829	621	301,634	171,336	56.80
1865.	154,125	157,874	730	312,730	168,577	53.91
1866.	205,131	181,171	837	387,039	170,003	43.93
1867.	168,986	161,254	1,273	331,513	166,632	50.26
1868.	186,537	213,476	800	401,813	193,667	48.31

The total traffic receipts show an increase of £69,772 14s. 6d. over the corresponding period of 1867. Of this increase £18,814 3s. is for through passenger traffic; £45,402 12s. 10d. is for through freight and live stock traffic; and £6,819 2s. 10d. is for local freight and live stock. The increase in mails and sundries, which includes express freight, is £4,435 5s. 6d., of which £442 10s. 1d. is local, and £3,992 15s. 5d. is through traffic. There is a decrease of £5,698 9s. 8d. in the local passenger traffic.

The working expenses, including renewals, are at the rate of 48.31 per cent. of the receipts, against 50.26 for the corresponding half year.

The cost of maintenance and renewals is £43,589 11s. 8d., against £39,682 7s. 3d. for the corresponding period, being an increase of £3,907 4s. 5d.

As explained in the engineer's report hereto annexed, the establishment of the narrow gauge route over the entire main line of 229 miles, from Suspension Bridge to Windsor, involves the maintenance and renewal of three rails instead of two rails, as in the corresponding half year. There are also 25 miles of narrow gauge sidings in addition to those previously existing, with necessary switches and signals—equal in point of fact to an addition of 127 miles of single track.

Last year's harvest turned out much less than was expected. Both in Canada and the United States the actual result, though partially favorable, was on the whole disappointing.

To meet the increased requirements of the narrow gauge traffic 50 Blue Line freight cars have been placed on the line since the issue of last half year's report, and four first class passenger cars (making six in all) have been converted from broad to narrow gauge. It will be seen in the Mechanical Superintendent's report that three new freight engines have been constructed out of revenue, and set to work during the half year, to replace the same number of an inferior class of passenger engines, and two others are in a forward state.

The Finance Minister of the Government of Canada has lately brought to the notice of the Directors the position of the provincial aid afforded by the late Province of Canada to this company. In 1861, a petition, approved by the shareholders, was presented to the Legislature of the Province of Canada praying for the relief to be granted to the Great Western that had been conceded to the other Canadian Companies; and the directors feel they are justified in expecting that the Government will give the whole subject their favorable consideration, and with this conviction they are now in communication with the Finance Minister.

At the last half yearly meeting, on October 9th, 1867, the traffic agreement with the Grand Trunk Company, dated June 12th, 1867, was approved by resolution of the proprietors. It is now proposed to modify the agreement to this extent, that by six months' notice, mutually operative, either party may absolutely determine and put an end to the same. A resolution with this intention will be submitted to the general meeting, on April 8th next.

The gross earnings of the Detroit and Milwaukee for the year ending December 31, 1867, were £361,912 12s. 7d., and the working expenses amounted to £203,942 5s. 7d., leaving a net revenue £157,970 7s., which is applicable to interest on bonds, capital expenditure, Detroit fire claims, and other items.

THOMAS DAKIN, President.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING DECEMBER 31, 1867.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been 704,379*l.*; deduct the ordinary working expenses (being at the rate of 63.50 per cent.), 447,306*l.*; the renewals of the permanent way and works in the half-year debited to revenue, 85,819*l.*; amounts paid on account for loss by fires at Sarnia and Toronto, 6,164*l.*; debit balance from last half-year, 17,677*l.* (together 556,966*l.*); and there remains an available net balance of 147,413*l.* From this amount has to be deducted the loss on American currency, say 39,385*l.* leaving a cash balance of 108,028*l.* From this again has to be deducted —for amount of postal and military revenue for half-year due to the holders of the postal and military bonds, 19,253*l.*; leaving the balance of 88,775*l.* applicable for the following payments, viz.: —Interest, &c., paid on lands, 1,695*l.*; ditto on mortgage to Bank of Upper Canada, 4,423*l.*; ditto on loans, bankers' balances, promissory notes, European exchange. &c., 2,533*l.*; ditto on British American Land Company's debentures, 616*l.*; ditto on Montreal Seminary debentures, 616*l.*; ditto on Island Pond debentures, 2,700*l.*; half-yearly instalment on Portland sinking fund, 2,311*l.*; Atlantic and St. Lawrence lease (in full), 32,786*l.*; Detroit lease (in full), 11,250*l.*; Montreal and Champlain, 6,777*l.*; Buffalo and Lake Huron, 12,284*l.*; equipment bond interest, 10,779*l.*; total, 88,775*l.*

Comparing the results of the half-year's working with the corresponding period of 1866, there is a falling off in the gross receipts of 14,991*l.* (in the through or foreign passenger receipts), and there is an increase in the expenditures of 33,698*l.*

During the past year the effects of the abrogation of the Reciprocity Treaty were felt as regards the amount of products interchanged between the United States and Canada, and although the trade with the lower provinces is gradually increasing, yet this traffic is of a much less important character than that which formerly entered the United States under the treaty. One unexpected result has been an actual loss on the working of the Buffalo and Lake Huron section during the half-year.

The net revenue balance is 85,957*l.* less than for the corresponding period of 1866, and the decrease is thus explained. In the gross receipts as already mentioned, there is a falling off of 14,991*l.* In the working expenses there is an increase of 33,698*l.* In the renewals there is an additional expenditure, charged against revenue, of 13,427*l.* A further sum of 6,164*l.* has been paid on account of the losses occasioned by the Toronto and Sarnia fires; and the debit balance against revenue account from the last half-year amounted to 17,677*l.* These added together make the difference of 85,957*l.*

The ordinary expenses during the half-year amounted to 447,306*l.*, being 63¼ per cent. of the receipts. In the corresponding period of 1866 they were 413,608*l.*, or 57¼ per cent. of the receipts, showing an increase over 1866 of 33,698*l.* The fuel consumed during the half-year cost 19,667*l.* more than in the half-year ended December 1866; and the extra wages paid, in the engineering department, for increased renewals amount to about 10,000*l.* The loss by discount on American currency shows an important decrease, being 39,384*l.* against 61,828*l.*

Gold fluctuated during the half-year from 146 per cent. on 12th of September, which, was the highest, to 133 per cent. on 22d December, which was the lowest quotation of the year. These rates were a little lower than those for the corresponding period of 1866; but in the last half-year $770,000 only of American paper were converted into gold, against $859,000 in the half-year ended December 1866. The total direct loss sustained by the company from 1862 to December 1867 amounted to the enormous sum of 351,321*l.*

To this unforeseen and uncontrollable loss, augmented as it has been by the increased cost of materials and higher wages, the directors must again point as one cause of the present unsatisfactory position of the company's revenue accounts.

The accounts now presented exhibit a state of depression in a great degree exceptional. In point of fact the line suffered in 1867 from an extraordinary accumulation of unfavorable circumstances—bad trade and commercial distress on the one hand having been combined with high wages and high prices of materials on the other.

A decrease in the gross traffic simultaneously with an increase in the working expenses is thus shown, although up to the close of 1866 the gross revenue of the company had increased year by year, and the working expenses (exclusive of renewals) had correspondingly decreased.

In 1861 the gross traffic of the line was 920,579*l.*, whilst in 1866, on the same mileage, it was 1,356,795*l.*, or an increase of 47½ per cent. During the same period the ordinary working expenses were gradually reduced from 79 per cent. of the receipts to 60 per cent., and this, too, for a period when wages and materials had increased in price. Important reductions are now being made in the rate of wages, and the prices of materials are falling. The wages paid to laborers on the sections of the line in the United States have indeed already been reduced from $1 50c. per diem, the rate of last year, to $1 25c., and the wages of mechanics have been reduced by 10 per cent. throughout the line. Fuel is being charged, also, at an important reduction upon the standard prices of 1867.

The amount charged to capital is 392,128*l.*; but of this sum 366,340*l.* is the capitalised interest for the whole year on the preference bonds and stocks.

In the absence of any new provision of capital the charges for heavier rails, &c., must unavoidably be hereafter repaid out of net revenue. Certificates for the arrears of interest to be capitalised will, under the terms of the Arrangements act of 1862, be issued shortly after the half-yearly meeting. The directors regret that even the first preference holders cannot be paid in cash.

The bill referred to in the last report, authorising the raising of further capital, not exceeding 500,000*l.*, by the issue of second equipment bonds (but which do not in any way interfere with the priorities and rights of the existing equipment bonds), and also enabling certain alterations in the existing agreements with the Buffalo and Lake Huron, and Montreal and Champlain, was passed during the last session of the Canadian Parliament, but the power sought to alter, and to extend the period of, the agreement with the Buffalo and Lake Huron, with the consent of both parties, was not obtained in the terms intended.

It will be remembered that at the December meeting the question of the Great Western agreement was postponed until the forthcoming meeting, with a view to a further discussion in the meantime between the two companies as to the notice clause. The agreement, as amended, will be submitted to the proprietors at the present half-yearly meetings of both companies. The directors have had the pleasure of meeting such of those gentlemen appointed to confer with them at the last meeting—viz., Messrs. Cazenove, Greene, Legg, Mercer, Paine, Ritter, and Smith, as were able to attend, and of discussing with them various questions of interest in connection with the undertaking. The present report has also been submitted for their approval.

The directors and the committee have jointly considered the question of the issue of further capital, and they propose to communicate at the proper time with the Government of Canada in reference to raising the funds necessary to fully equip the line, to build the bridge at Buffalo, and to complete the other works essential to the proper development of the undertaking and the trade of the country.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States April 1, and May 1, 1868:

	April 1, 1868.	May 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$214,464,450.00	$215,947,400.00
Six per cent. bonds of 1867 and 1868	8,903,641.80	6,688,241.80
Six per cent. bonds of 1881	283,677,150.00	283,677,200.00
Six per cent. Five-twenty bonds	1,424,405,600.00	1,442,065,450.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,944,440,841.80	$1,963,378,291.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$23,582,000.00	$23,982,000.00
Three-year compound interest notes	46,010,530.00	44,573,680.00
Three-year seven-thirty notes	185,884,100.00	163,490,250.00
Three per cent. certificates	26,290,000.00	28,330,000.00
Total	$281,766,630.00	$260,375,930.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$1,303,550.00	$1,075,950.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867	5,393,030.00	4,745,280.00
Bonds of Texas indemnity	256,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto	158,611.64	155,461.64
Bonds, April 15, 1842	6,000.00	6,000.00
Treasury notes, March 3, 1863	616,192.00	616,192.00
Temporary loan	1,284,000.00	1,032,400.00
Certificates of indebtedness	19,000.00	18,000.00
Total	$9,036,383.64	$7,905,283.64
DEBT BEARING NO INTEREST.		
United States notes	$356,144,727.00	$356,144,727.00
Fractional currency	32,588,689.94	32,450,489.94
Gold certificates of deposit	17,742,060.00	19,357,900.00
Total	$406,475,476.94	$407,953,116.94
Total debt	$2,641,719,332.38	$2,639,612,622.38
AMOUNT IN THE TREASURY.		
Coin	$99,279,617.68	$106,909,658.00
Currency	23,230,027.34	32,174,136.82
Total	$122,509,645.02	$139,083,794.82
Amount of debt less cash in the Treasury	$2,519,209,687.39	$2,500,528,827.56

By comparing this with the statement of April 1, it is shown that the debt bearing coin interest has increased $18,937,450; the debt bearing currency interest has decreased $21,390,700; the matured debt not presented for payment has decreased $1,131,100; and the debt bearing no interest has increased $1,477,640—making the decrease in the total debt since April 1, 1868, $2,106,710. The amount of coin in the Treasury during the same period has increased $7,630,040 32, and the amount of currency has increased $8,944,109 48—leaving the amount of debt less cash in the Treasury May 1, $18,680,859 83 less than on April 1st.

Notices to Contractors.

Contractors will find Notices of interest to them in our Advertising columns, viz: The grading of about eight miles of the railroad of the Squankum and Freehold Marl Co., from Farmingdale to Freehold, N. J., of which I. S. Buckelew, Esq., is Engineer. The re-construction of the Manassas Railroad, including the laying of 14 miles of track, the supplying of 30,000 cross ties, the building of about 1,000 feet of trestle bridging, and the excavation of from 3,000 to 5,000 yards of solid rock, etc.; H. W. Vandegraft, Esq., Chief Engineer. The grading, bridging, masonry, track laying, etc., of about 40 miles of the Bangor and Piscataquis Railroad, extending from its junction with the E. & N. R. R. at Oldtown, or Milford, to Dover and Foxcroft, in Piscataquis Co., Me.; A. W. Wildes, Esq., Chief Engineer. Sub-contracts will be let on the 13th of May for grading the Kent County Railroad of Maryland. The line is divided into sections of one and two miles in length, and is very easily worked. The contractors are Peter Sanford, Alfred S. Sears, and Rodman Backus, Chestertown, Md.

St. Petersburg and Moscow Railway.

It appears that there are four competitors for the acquisition of the St. Petersburg and Moscow line—viz., the Great Russian, what is known as the Poliakow Company, a Moscow society of capitalists, and an American company headed by M. Wynans. The proposals will be shortly taken into definitive consideration by a commission presided over by Count Strogonoff. The Wynans interest and the Great Russian appear likely to prove in the end the actual competitors. The Great Russian has commenced the payment of its half-yearly obligation interest.

Russian-American Company.

Prior to the sale of Alaska by the government of Russia the stock of the Russian-American Company was quoted in Moscow at 80, although the par value is 150. On the day after information arrived of the treaty having been made the stock went up to 150 and has continued to advance until it is now selling at 330. These facts have been furnished to the State Department by our Consul at Moscow.

☞ The managers of the Ohio and Mississippi Railroad have decided upon altering the gauge of their road from the broad to the narrow one. This measure is taken for the purpose of obtaining a close connection with the greater number of the Eastern roads, and it is expected that the new track will be completed by the 1st of December next.

☞ The Pittsburg *Chronicle* says that the directors of the Pittsburg and Connellsville Railroad are determined to push forward that great enterprise with all possible vigor; and that early the present month contracts will be made with energetic and responsible parties for the speediest construction of the work from Connellsville, the present terminus of the road, to the city of Baltimore.

☞ A meeting of the Cleveland, Columbus and Cincinnati Railroad Company will be held in Cleveland, Ohio on the 14th inst., to take into consideration and vote upon the consolidation of the stock, property and effects of this company, with that of the Bellefontaine Railway Company, and any other business pertaining thereto.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ..100	5,545,225	----------	----------
Atlantic & Gt. Western .. 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ..100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,950,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire* 100	600,000	J.A.J&O	Apl.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do. do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....100	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ..100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn Ci'y 10	1,000,000	F. & A.	F'b.'68 2½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan '68 4½
Central of Georgia.....100	4,666,900	J & J.	Jul. '67 5
Central of New Jersey...100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....	----------	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	Mar '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref..100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern..100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Clev., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* ... 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,600,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 4s
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley. 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*...100	2,384,941	----------	----------
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City.100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,500	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ..100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	3,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....	----------	J. & J.	J an.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph.100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top .. 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,886,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 4
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,325,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan. '68 4
Lexington & Frankfort ..100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill* 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	----------	Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central 100	1,600,860	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ..100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ..100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point.100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Nashua and Lowell.....100	600,000	M. & N	May'68 5
Nashville & Chattanooga.100	2,056,544	----------	----------
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jan.'68 4
New Haven & N. London.100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern...100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem... 50	6,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N. Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue 100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,643,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh,.100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607 197	Annual.	Dec. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3,581,000	----------	----------
Panama.....100	7,000,000	J.A.J&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,366,500	----------	----------
Philadelphia and Erie*... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester.100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	605,011	----------	----------
Rensselaer and Saratoga .100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ..100	2,000,000	----------	----------
Richmond and Petersb g.100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Reme, Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred. 100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	May '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,072	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020 000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke...100	868,200	----------	----------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia..100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston 100	607,111	----------	----------
Troy and Greenbush*....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*.100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.).100	200,000	----------	----------
Union Pacific.....100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee..100	3,452,815	----------	----------
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester...100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,213	----------	----------
Worcester and Nashua .. 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson....100	10 000,000	F. & A	Feb. '68 8
Delaware and Raritan....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,052,088	----------	----------
Union..... 50	2,997,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A.J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut'land Marble..... 25	1,000 000	----------	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	----	37
30 Nov.'67	6.84	—	265	38	--	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	----	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	94½
30 Nov.'67	3.99	—	48	8	--	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	----	----
30 Nov.'67	12.50	—	196	32	--	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	----	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	----	----
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	--	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	149,635	10	----	64½
30 Nov.'67	7.21	—	264	42	--	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	----	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	----	----
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	----	----
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	----	----
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,238	36,637	loss.	—	----	----
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	----	----
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	----
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	----	46,365	1,841	—	----	----
30 Sep. '66	25.00	—	—	49	—	Blecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	----
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,261	23,408	8	100	----
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	----
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	----
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	----
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	----	1,051424	356,656	12	10	----
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	----
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	----	8,667	4,562	—	----	----
30 Sep. '66	24.00	—	—	114	12	Central P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	----	2,800	----	----	—	—	—	----	----
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	----	500	----	----	—	—	—	----	----
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	----
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,601	89,549	—	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	----	----	—	—	—	----	----
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	----	725,724	61,207	9	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	----	----	----	----	—	—	—	----	----
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	----
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	----	(Com	pleted	Sept.,	1867.)	—	—	----	----
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	----	73,276	loss.	—	100	----
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	----	----	—	—	—	----	----
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	----
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	----	----	----	----	----	----	—	----	----
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	----	----	—	—	—	----	----
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	----	----	(Lease	d.)	—	----	----
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	----	----	(no re	port.)	—	—	—	----	----
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	----	----
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	----	15,850	390	—	----	----
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	----	----	—	—	—	----	----
30 Sep. '65	—	4.06	—	—	—	West Shore	1,457	2,200	----	----	—	—	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	—	----	----
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	----
31 Dec. '66	17.00	—	150	22	--	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	----	----
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	57,180	24	50	----
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	----	4,971	428	2	25	----
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,664	15,786	loss.	—	50	----
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26¾	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	30½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	----
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	----
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	----
31 Oct. '67	7.08	----	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	45
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	----
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11¾	50	----
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	----
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	----
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	57½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	65
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	37½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	----
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	----
						MARYLAND.									
31 Dec. '62	21.00	----	340	50	—	Baltimore City	700,000	670,000	----	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	----	----	----	----	----	----	----
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	----	----	----
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,887	50,000	----	----	----	----	----	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	198,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	----	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	--	----	----	--
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	--	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	138
" " " ..... coupon		6	" "	1868	142
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	112
" " ..... coupon		5	" "	1874	115
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	122½
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	113
" " " ..... coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan. & July.	1881	113
" " " " ..... coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,442,065,450	6	May & Nov.	1882	105¾
" " " (5-20s) ..... coupon		6	" "	1882	108
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	106¾
" " " (5-20s) ..... coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	106
" " " (5-20s) ..... coupon		6	" "	1885	106¾
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	109
" " 3d series (5-20s) ... registered		6	" "	1887	109½
" " " (5-20s) ..... coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) ... registered	138,925,400	5	Mar. & Sept.	1904	103
" " " (10-40s) ..... coupon		5	" "	1904	103½
Pacific R. R. Bonds ..... (currency)	23,983,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	163,490,250	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	107
Matured Debt not presented	7,649,284	---	presentation.	.....	----
Gold Certificates of Deposit	19,357,900	---	presentation.	.....	----
Compound Interest Notes 1864 '65	44,573,680	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,727	---	.....	.....	----
Three per cent. certificates	28,330 000	---	.....	.....	----
Fractional currency	32,450,490	---	.....	.....	----
Navy Pension Fund	13,000,000	---	.....	.....	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) . coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) . "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	133½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	90½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99¾
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945	---	Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000	---	" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	822,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,339	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	100
" — " " (Bounty)	501,000	6	"	abt. '74	100½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General State Notes Loan	160,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	121
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	108
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	109
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	----
" — " " (Union Bank)	5,000,000	6	.....	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	99½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	99¾
" — " " July 1, 1866 ..	500,000	8	Jan. & July.	1869	99¾
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	109
" — " " " " .. registered	27,726,500	7	" "	1877	108¾
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	102½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	64
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97
" — " " ..... registered	5,083,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,620	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	109½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	102½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	66½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,469,398	6	" "	long.	51½
" — " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	" "	1876	49½
" — " " (") ..... coupon	489,300	6	" "	1886	----
" — " " " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	405,100	---	Jan. & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	468,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	318,219	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357 966	307,919	236,824	3,840,093
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	348,787	157 832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330 169	3,892,861
1868	259,539	296,498	261,599	270,386	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,312
1868	283,600	281,900	262,900	288,700	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	899,357	800,325	1,038,824	1,451,284	1,508,833	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,583	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ...including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ...including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	509,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,423	81,599	98,482	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,208
1868	362,021	338,335	381,497	455,983	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,219	362,783	333,952	284,977	313,021	398,993	464,778	506,295	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	415,758	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	------	------	------	------	------	------	------	------	------
1868	368,487	350,884	333,281	425,629	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,353
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,459,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	262,939	240,135	234,638	322,521	365,371	379,367	336,065	272,063	3,459,319
1868	211,973	231,351	265,905	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,096	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,590	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	856,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	602,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.391	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,499	2,207,931
1868	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,327
1865	144,084	139,171	156,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717 339
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,383
1866	45,102	35,005	39,301	43,332	86,913	92,918	83,276	60,693	84,462	100,313	75,248	54,464	814,026
1867	39,078	27,667	36,592	40,710	57 853	60,558	58,262	73,525	126,495	120 288	79,471	64,719	774 957
1868	46,415	40,703	39,198	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	98½
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99¾
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	—			1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90½
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	400,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	580,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bo'ds	1,700,000	7	April & Oct.		1883	92½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	83
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	84
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	90
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	61½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	660,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	99½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	96
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	100
" Eastern "	45,000	7	Feb & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88¾
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	88
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct.	London.	1875	----
Construction	2,499,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	----	----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,074,000	---	----	----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	91½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	---
2d Mortgage	----	---	May & Nov.	"	----	73½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	$910,000	6	----	----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1880	----
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	91
2d General Mortgage	2,693,000	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	88
Real Estate Purchase	135,500	--	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,600	7	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63-'65	----
Mortgage	61,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	639,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	87
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	----
2d Mortgage Bonds	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,600	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["]B. & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	97½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,638,500	6	April & Oct.	New York	1875	95
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	----
2d Mortgage	145,000	7	" "	"	1868	----
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	----
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	84¾
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	----
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	"	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	----
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	----
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	91
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	----
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	----
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	84
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	5,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	----
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	----
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	----
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	----
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	----
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	----
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (general)	5,000,000	6	" "	"	1881	91
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	----
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	----
" 1849, "	2,356,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	94
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	----
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	----
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	700,000	---	------	------	1862	----
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	----
2d Mortgage	250,000	7	" "	" "	1883	----
Equipment Bonds	296,000	7	" "	" "	1876	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	------	------	1880	----
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	----
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	----
Mortgage (Registered)	504,000	7	"	"	1873	----
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	----
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	----
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	116
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	------	1900	77½
3d Mortgage	148,000	7	------	------	1875	----
Six per cents	73,912	6	------	------	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	----
Seaboard and Roanoke:						
1st Mortgage	210,000	7	------	------	1880	----
3d Mortgage	71,000	7	------	------	1870	----
Registered Convertible	128,893	7	------	------	1873	----
South Carolina:						
State Loan	187,000	6	------	------	1868	----
Domestic Bonds	284,500	6	Jan. & July.	------	'73-'74	----
Domestic Bonds	643,500	7	April & Oct.	------	'69-'93	----
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	----
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---	------	------	------	----
South-Western (Ga.):						
1st Mortgage	437,000	---	------	Macon.	'75-'85	----
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	109
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	77½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	----
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	------	1892	----
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.	------	1892	----
1st Land Grant Mortgage	1,200,000	7	June & Dec.	------	1892	----
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Consol. mort. (F., W. & W.)	1,880,000	---	------	------	------	----
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	90
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	90
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	983,000	6	" "	New York.	1884	----
State Loan 1859-'60	210,000	6	------	Richmond	------	----
Coupon bonds of 1865	53,000	8	------	"	1876	----
Funding Interest bonds	185,089	8	------	"	'70-'77	----
Dividend bonds	121,227	6	------	"	65-'75	----
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	----
2d Mortgage	23,500	6	" "	" "	1878	----
3d or Income Mortgage	314,500	6	" "	" "	1865	----
Enlarged Mortgage	598,800	6	" "	" "	1884	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	----
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	936,500	6	" "	Boston.	1875	----
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	----
2d Mortgage	780,000	7	------	Philadelphia.	1896	----
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	----
1st Mortgage guaranteed	200,000	6	" "	"	1890	----
Western Pacific:						
1st Mortgage	------	6	June & Dec.	N. Y. & Lond	1895	----
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.	------	1869	----
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	----
2d Mortgage	200,000	7	May & Nov.	" "	1873	----
Income Bonds	163,000	7	March & Sept.	------	1884	----
Wilmington and Weldon:						
Sterling Bonds	576,887	6	------	London.	1883	----
"	179,777	7	------	------	1884	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	....
2 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	303,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
1 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	272,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
31 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	....
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	150
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	204,086	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,817	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153 5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '67	86.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	....
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,300	786,000	183 940	6,686,956	729.0	.....	1,734,749	359,214	—	....
31 Mar. '67	171.0	71.0	....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,203,900	437,000	146,067	3,855,741	228.8	306,335	1,006,958	332,551	9	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '67	280.0	—	....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,533,307	280 0	1,672,965	3,892,861	1,743 733	10	128
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	150
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,571,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	66½
31 Mar. '67	181.8	181.5	....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,974,034	1 413,999	10	94½
31 May, '63	174 5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,997	377,476	—	....
31 Dec. '67	454.8	252.5	....	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,807	23,415,780	10,544,500	—	41,562,280	708.3	5,765,216	7,160,992	3,512,366	10	116
31 Dec. '67	111.0	—	....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	754,463	187,045	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,307,931	.....	—	45
								INDIANA.													
— —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	54
31 Dec. '64	84.0	—	....	—	15	....	....	Ind., Pittsburg and Cleveland	2,735,555	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	*	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	35½
30 Nov. '66	73.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,963,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	58
31 Dec. '67	162.0	—	....	—	17	10	221	Des Moines Valley	5 507,204	—	—	1,820,200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	—
30 Jun. '65	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	354 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,720	—	—
30 Nov. '66	206.0	—	....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,638	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	53.7	—	....	135.3	....	....	....	*Vicksburgh. Shreveport & Texas*	1,662,691	*	—	1,253,015	248,989	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	120½
29 Feb. '68	246.0	277.8	....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,875,817	1,518,280	10,646,200	9,038,640	267,478	20,762,597	523.8	2,387,393	4,747,219	1,880,832	—	84½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	73
28 Feb. '66	132.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	3,609,115	9,200,000	1,356,185	16,598,448	309.0	1,199,660	2,675,875	719,280	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.4	3.6	3 2	....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	285,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	238	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	104½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	124½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,863	1,212 159	8	45
								MASSACHUSETTS.													
30 Nov. '67	111.0	12.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,600	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.8	8.8	84.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	139
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	139½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	945,761	85,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	118½
30 Nov. '67	51.0	42.5	76 9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	131½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	358,503	(O. b	y B. & L.	) 21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	132
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	906,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,310	6	92½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,394	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	150,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O. b	y B & L.	) 17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.8	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	56½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,628	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,700	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128½
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	118
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,508,511	781,801	10	127
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	9½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,000	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	118½
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,492,012	1,013,617	3,616,350	6,347,437	1,613,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	70
31 Dec. '67	32.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,150	10	132
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300 000	62,145	495,044	35.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,564	—	65
31 Dec '67	18 3	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,917	103.0	287,710	484,228	220,215	—	—
30 Sep. '67	50.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,851	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	49,247,770	—	5,071,492	25,111,210	22,429,920	6,978,132	54,319,262	784.0	6,458,279	14,317,213	4,005,996	—	70½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018.602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,836,047	8	137
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	239	296	5,610	New York Central	36,594,405	*	9,429,130	28,537,000	12,069,820	5,416,715	46,023,535	692.0	—	—	—	—	128½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	137
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,646	86,516	—	62
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	8½
30 Sept. '67	75.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Watert'n & Ogdensb'g.	4,000,724	*	587,519	2,400,000	1,834,600	353,613	4,588,243	218.6	—	1,215,471	419,003	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	258,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	83,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	—	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '56	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '66	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	36½
31 Mar. '67	69.3	—	.....	—	34	30	455	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.2	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	390	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,920,098	6,000,000	425,000	290,888	6,820,957	191.2	1,123,750	1,963 438	554,507	8	105
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,09.	986,337	—	8,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659,346	973,518	10	103
30 Nov. '67	101 0	102.5	.....	—	63	37	1,298	Cleveland and Pittsburg	9,460,874	*	500,821	5,424,091	3,974,489	276,869	9,961,700	203.5	.....	2,298,322	809,514	—	85
31 May '67	109.2	79.4	.....	—	40	35	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	153,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	106½
30 Nov. '67	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,464,07.	—	736,66	1,786,200	243,000	89,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.0	—	48	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	25,935	5,479,886	158.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77.	*	1,578,999	12,667,668	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,345	1,707,000	461,583	23,500,000	3,888,000	598,638	28,108,918	340.0	—	3,459,319	286,455	—	31½
30 Jun. '66	182.5	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,983,354	695 400	391,992	3,382,162	1,218,972	109,313	4,972,746	205.9	346,571	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,436	*	106,623	900,200	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,060	*	1,755,183	6,700,000	15,494,000	68,670	22,764,183	210	1,259,485	3,809,35.	1,002,47.	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,950,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	....
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	5¼
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,336,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	118½
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	....
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,838	5	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	....
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	....
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	....	2,341,375	58.8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,758,150	80.0	508,071	790,808	233,345	—	....
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	....
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,376	3,580,764	1,272,069	10	52½
31 Oct. '67	28.2	3.0	24.7	—	—	...	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper	.by Read	ing R.R	—	—	37½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	60
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,604	5	34
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311,840	591,555	34,949,145	561.5	7,740,290	16,340,156	4,151,521	11	53
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315,164	634,717	298,318	10	65½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996,700	13,000,000	22,478	19,019,173	287.5	1,604,825	2,334,731	loss.	—	25½
31 Oct. '67	147.0	20.2	265.6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474.8	3,677,457	9,106,496	2,493,542	10	45½
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,326	10	126½
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890,730	9	54½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	609,596	270,419	—	....
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382,623	10	106½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,693	10,000	684,036	962,600	183,966	880,602	35.4	167,552	875,6[illegible]0	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,262	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	....
28 Feb. '67	102.0	—	....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	817,775	66,687	—	....
31 Dec. '66	136.0	106.0	....	- -	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,796	447,491	9,827,[illegible]75	242.0	....	1,312,738	387,332	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	....	140.0	10 mos.	441,029	164,081	—	....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	189,832	331,871	161,014	—	....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,987	9,481,517	291.0	786,331	1,661,612	71,490	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....					—	....
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	....	367,252	173,729	—	....
1859	47.4	—	2.3	- -	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1850	—	—	....	—	—	.	—	Nashville and Northwestern	....	—	—	....	....	....	....					—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	....
— — '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	....	—	—	....	....	....	....	56.0	....	....	....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	....	....	—	....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	....	2,250,000	ope	r. by Vt.	Central	180,000	8	100½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	....	....	23.6	....	90,273	34,358	—	....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	16,382	—	....
30 Sep. '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680,685	694,000	....	....	103.5	436,729	758,883	42,878	—	....
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	....	....	....	2,063,655	2,923,000	380,780	....	167.7	6 mos.	300,101	102,651	—	27½
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	....	289,581	49,581	—	18½
30 Sep. '59	59.2	21.8	....	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,853,679	1,919,550	37[illegible],297	6,879,046	221.8	300,405	554,511	135,648	—	....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,832	—	....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	5,229,000	—	18,508,374	275.0	986,727	2,538,800	934,103	—	63½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	....	....	....	—	40
....	—	....	....	....	...	...	....	Western Union	....	....	....	....	....	....	....	....	....	....	....	—	
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	15
30 Jun. '63	1,096	187.0	....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,868,510	1,154,855	—	68
31 July '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	....	....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,182	—	....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	....
July, '61	60.0	—	....	....	...	...	....	New Brunswick and Canada	1,402,748	02,[illegible]	—	1,380,000	13,100	136,000	1,709,232	60.0	....	132,455	36,670	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	[illegible]	4,273,281	—	—	4,273,231	92.0	158,416	139,107	87,181	—	....
								NEW GRANADA.													
	5[illegible]		—	—	11	22	120	Panama	8,000,000	*		5,0[illegible]	[illegible]	—	10,768,725	48.[illegible]	—	—	337,428	1,3[illegible]	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		----
Camden & Atlantic (preferred)	620,800	7	—	18
Catawissa (preferred)	1,150,000	7	—	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	67
Chicago & Alton (preferred)	2,425,400	7	7	129
Chicago & Northwestern (pref.)	14,789,125	7	7	77½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,678,500	10	10	83½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	—	83½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	91½
Milwaukee & St. Paul (preferred)	7,370,900	7	—	76¾
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	83½
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	------	------	93
Boat Loan	267,010	6	------	------	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	42
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	48½
Delaware and Hudson	100	10,000,000	10	157
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	92
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	11¾
" " (preferred)	50	2,888,988	—	19½
Susquehanna and Tide Water	50	2,048,260	—	16
Union	----	----------	---	¾
Union (preferred)	50	2,787,000	—	¾
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	39 — @ 41 —
Pig, American, No. 1	38 — @ 40 —
Pig, American, No. 2	36 — @ 38 —
Bar, Refined, English and American	87 50 @ 91 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅝ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s	— 16 @ — 17
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	51 50 @ 52 50
Rails, American (at works)	78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring. (2d and 1st qlty.)	— 10 @ — 12½
English Blister. (2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½ @ — 24

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 37½ @ 6 50
German Refined (gold)	6 37½ @ 6 62½
English (gold)	6 37½ @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 27½ @ — 27½
Straits (gold).	— 23½ @ — 24
English (gold).	— 24½ @ — 24½

	Gold.	Currency.
Plates, I. C. Charcoal. p. box.	8 12½ @ 8 37½	11 75 @ 12 50
Plates, I. C. Coke	6 75 @ 7 37½	9 50 @ 10 50
Plates, Coke Terne	6 25 @ 6 37½	8 75 @ 9 25
Plates, Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)	— 19 @ — 20
Refined, free, S. W.	— — @ — 33½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28½ @ — —
Refined, in bond, Standard White	— 31 @ — —
Refined, in bond, prime White	— 32 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 17 @ — 19
Residuum per bbl.	— — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th 30.	F. 1	Sat. 2	M 4.	Tu. 5.	W. 6
Atlantic M. S. S. Co.	32	----	----	35	35	33
Boston, Hartford & Erie	----	----	----	----	14¾	15
California 7s	----	----	----	----	----	----
Canton Co.	49¾	51	51	51	51½	51¾
Central of N. Jersey	115½	----	116½	117	117½	118½
Chicago & Alton	128	----	----	----	----	----
" " pref.	129	----	----	129	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	----	----	----	----
Chic. & Northwest'n	65½	64	65	65	65¾	65⅞
" " pref.	75½	75½	76¾	75⅞	77¾	77
" " 1st M.	----	----	----	88½	90	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	90	----	----	----	----	----
Chicago & Rock Isl.	93¾	94¾	94½	93¾	94¾	94½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	93½	94	----	----	94½	----
Clev., Col. and Cin.	104½	104	104	105	----	----
Clev. and Pittsburg	83	83	----	82½	83	83
" " 2 M.	----	----	----	----	95	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106	106	106½	106	106½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	102	102¾	----	----	----	103
Cumberland Coal, pref.	----	----	----	----	----	----
Del. & Hudson Canal	158	158	158	158	157	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	70⅞	71⅞	70½	70	71½	70¾
" pref.	74	----	74¾	74	74	----
" 1 M. 7 p.c. '67	----	----	----	----	----	102½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	96	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	74½x	----	----	----	----	74¾
Hudson River	136½	136½	----	136½	137	137
" 1M. 7p.c. '69	101½	----	----	101½	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	147½	----	----	146	----	146¾
" bonds	114	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	----	10	----	----	10¾	----
Michigan Central	----	----	116	118½	121	----
" S. F. 8p.c. '82	112	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	90	90⅞	82½x	82½	85	84½
" " 1M. S. F.	----	----	----	----	98x	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	99	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	91½
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	63½	64½	65	64	64½	64½
" " pref.	75¾	76	76½	76½	76¾	76¾
" " 1st mort.	92½	----	92	92	92½	----
" " 2d mort.	88	----	----	----	----	----
Missouri 6s	87⅞	87½	88	87½	88	88½
" 1st. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	99½	----	----	----	----	----
" 2d mort.	----	----	87	87	----	----
N. Jersey R. R. & T. Co.	----	----	----	----	----	----
New York Central	127	129½	129	128	128½	128½
" " 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	93½x	----	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	125	----	----	126	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	64½	64½	64½	64½	64¾	65
" new	----	----	----	----	63½	63½
Ohio & Miss.	30¾	31½	31½	31	31½	31½
" " pref.	----	----	----	----	----	78
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	92¾	91½	92	92½	92¾	93¾
Panama	307	----	----	----	----	----
Phila. and Reading	90	91¾	90½	90	90¾	90½
Pitts. Ft. W. & Chicago	103¾	104	104½	104½	104½	105½
" " 1M.	105½	----	----	----	----	----
" " 2M.	----	----	----	99	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	27½	27¾	28½	28	29¾	29¾
St. L., Alton & T. H.	45	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	94½
" " 2M. pref.	83½	----	----	----	----	----
" " Inc. b'ds.	77½x	----	----	----	----	----
Tennessee 6s, ex-coup.	----	67½	----	----	----	----
" new	67½	66½	65¾	66½	66¾	68½
Tol. Wab. & Western	51½	----	51½	51	51½	51½
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	92½	92½
" 2M.	----	----	81x	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	51½	50	----	----	----	51½
" new	50	----	----	----	49¾	50

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.		----	----	----	----	122¼
U. S. 5s, 1871, coup.		----	----	----	----	----
U. S. 5s, 1874, reg.		----	111¾	112	----	112
U. S. 5s, 1874, coup.		----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¾	103¼	103½	103⅜	----	103
U. S 5s, 10-40s, reg.		----	102⅞	102⅞	103	----
U. S. 6s, 1881, reg.	113¾	----	----	----	113	----
U. S. 6s, 1881, cou.	113¾	113⅝	----	113½	113⅛	113¼
U. S. 6s, '81, O.W.L.y.		----	----	----	----	----
U. S. 6s, 1881, " ¼y.		----	----	----	----	----
U. S. 6s, 1868, reg.		----	----	----	----	----
U. S. 6s, 1868, coup.		----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	105¼	105¾	105¼	105¾	105⅝	105¾
U. S. 6s, 5-20s, c. '62	112¼	107¾x	108⅛	108⅛	108	108
U. S. 6s, 5-20s, reg.'64.		105⅛	----	106⅜	----	----
U. S. 6s, 5-20s, c. '64	110⅝	106⅜x	----	106⅜	106⅝	106⅝
U. S. 6s, 5-20s, reg.'65.	105½	106¼	----	106	106	----
U. S. 6s, 5-20s, c.'65	110⅝	107x	107	106⅞	106¾	106¾
U. S. 6s, 5-20s, r. n.'65.		----	----	----	----	----
U. S. 6s, 5-20s, c. n.'65.	108⅞	109	108⅞	109	109	109¾
U. S. 6s, 5-20s, r. n. '67.		----	----	----	109¼	----
U. S. 6s, 5-20s, c. n.'67.	109⅝	109⅝	109⅜	109⅜	109¼	109¼
7.30 Notes, 2d series	107¼	107⅛	107¾	107⅜	107¼	----
" " 3d series	107¼	107⅛	107¾	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29	Th 30.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa		----	----	----	5¾	----
" preferred		25⅞	----	26½	----	25⅛
Camden & Amboy	126⅜	127	----	127	----	----
" " 6s,'70		----	----	----	----	----
" " 6s,'75		----	----	----	----	91¼
" " 6s,'83		90	----	----	----	90¼
" " 6s,'89		86¼x	89¼	----	----	90
" mort. 6s,'89		98⅛	95¼	----	97	97
Elmira & W'msport		----	----	----	----	----
" " pref.		----	----	----	----	----
" " 7s	96½	----	----	----	----	----
Lehigh Navigation	19½	20	21½	21	21⅝	22¼
" " 6s, '84	84	----	----	83½	83¼	----
" " Gold L.		86¾	87	87	87¼	88½
Lehigh Valley R. R.	53½	53	53	53	53	52⅞
" " 6s		----	----	----	----	96
Little Schuylkill R. R.		----	----	----	----	37½
" " 7s		----	----	----	----	----
Minehill		----	55⅝	----	----	56
Morris Canal		----	----	----	----	----
" " pref.		----	----	----	----	----
" " 6s '76		----	----	----	----	----
North Pennsylvania		34	----	----	----	----
" " 6s		91	----	----	91	----
" " 10s	111	----	----	----	----	112
Northern Central		----	44½	----	----	45
Pennsylvania R. R.	57	56½	57	57⅛	58	58
" 1st m.		102	----	102¼	----	----
" 2d m.		----	----	----	----	----
Penn. State, 6s 1st series		----	----	----	----	----
" " 6s, 2d series	107½	----	----	----	107¼	107⅛
" " 6s, 3d series		108¾	----	----	108⅛	----
" " 6s. W. L.		103	103	----	102¾	103
Philadelphia City, 6s		101	----	----	100⅝	----
" " new	103¾	103¾	103½	103½	103⅛	103¼
Philad. Germ. & Nor.		65⅛	----	----	----	----
Phila. & Reading	45	45	45¼	45¼	45¼	45¼
" " 6s, '86		----	----	----	----	----
" " 6s, '70		----	----	----	----	97
Philadelphia & Erie		25¼	25½	----	----	----
" " 6s		----	----	----	----	----
Philad. & Sunbury, 7s.		----	----	----	----	----
Schuylkill Navigation		----	----	----	----	----
" " pref.		19⅝	----	----	----	19¼
" " 6s '82	71¼	----	71	71½	71¼	----
" 6s '76		----	----	----	----	----
" 6s '72	88	----	----	----	----	----
Susq. Canal	16	16	----	16	----	16
" " 6s '78		----	----	----	----	----
Union Canal, pref.		----	----	----	----	----
" " 6s '83		----	15	----	----	----
Wyoming Valley Canal		----	----	----	----	----
" " bonds		----	----	----	----	----
Hestonville, (Horse)		----	----	----	----	----
Chestnut & Wal. "		----	----	----	----	----
Green & Coates, "		----	----	----	----	----
2d and 3d streets, "		----	----	----	57¼	----
Spruce & Pine, "		----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875		----	----	97	----	----
" " 1886		----	----	----	----	----
" " 1890	98¼	98¼	98¼	98¼	98⅛	98
" " 1893		----	----	----	----	----
Balt. and Ohio		----	----	----	----	----
" " b'ds, '75		----	----	98¼	98½	----
" " " '80		----	----	----	----	----
" " " '85		----	96⅝	----	----	----
Marietta & Cin. 1st m	91¾	91¼	----	91½	91⅛	91¾
" " 2d m		73¼	----	----	70⅛	70¾
Northern Central		45¼	45¼	45	45	45¼
" " b'ds, 1885		84¾	----	----	----	----
" " " 1900		----	----	----	----	----
N. W. Va. 1st mort		----	----	----	96¼	----
" " 2d mort		----	----	----	----	----
" " 3d mort		----	94	94	94	----
City Passenger R. R.		----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany		148	147¾	148	----	148⅛
Boston and Lowell		----	----	----	----	----
Boston and Maine		138¼	----	138⅛	----	139
Boston and Providence		140	140	139¾	139¾	139¾
Boston, Hartford & Erie	14¾	14⅛	14⅜	14⅜	14¼	15
Cheshire, pref.		----	----	----	----	67
Concord		----	72	----	----	----
Connecticut River		----	122	----	----	123
Eastern	119½	----	----	----	----	118¾
Fitchburg	131⅛	131½	----	131⅛	----	----
Manchester & Lawr'ce		----	----	----	----	----
Michigan Central		116	116	116	----	----
Northern, N. H.		----	118¾	----	118	----
Ogdens. & Lake Champ		----	----	----	62	62
Old Colony & Newport	91½	91½	----	92	92½	92¾
Ph., Wil. & Baltimore	54¼	54⅜	54⅛	54½	54⅜	54⅝
Portl'd, Saco & Ports		103⅛	----	----	----	104⅛
Vermont & Canada		----	100¼	100⅛	100¼	100¼
Vermont & Mass		----	56¼	----	----	56¼
Broadway (Horse)		----	----	----	----	----
Cambridge "	94	----	----	94	----	94¾
Metropolitan "		----	64⅛	----	----	64⅛
Middlesex "		----	----	----	----	----
Central Mining Co.		----	----	----	----	----
Copper Falls "		----	----	22½	----	----
Franklin "		14¾	----	14	14	----
Huron "		----	----	----	----	----
Isle Royale "		----	----	----	----	----
National "		----	4¾	4¾	----	----
Minnesota "		----	----	----	----	----
Pewabic "	7¾	7½	8	8	----	7⅝
Pittsburg "		----	----	----	----	----
Quincy "		----	----	----	----	----
Rockland		----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities April 10th, and 17th:

	Closing Prices. April 17.	Closing Prices. April 10.
United States, 5-20s, 6 per cent 1882	70 @ 70½	72⅛@ 72½
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	68⅞@ 69⅛	71⅜@ 71⅞
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	72 @ 74	72 @ 74
United States 10-40s, 5 per ct. 1904	67 @ 67½	67½@ 68
Massachusetts State 5 per cent	90 @ 92	90 @ 91
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	31 @ 33	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	57 @ 62	57 @ 62
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	57 @ 62	57 @ 62
Do., consolid. mort. bonds, 1890	33½@ 34½	33 @ 33½
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	45 @ 46	47¼@ 47¾
Do., Preference ditto	69 @ 71	69 @ 71
Do., 3d mort., 1883, 7 p. c.	60 @ 65	60 @ 65
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., $100 shares (all paid)	93½@ 94	94 @ 94½
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	-- @ --
Panama R. R. 2d mort., 1882, 7 p. c.	103 @105	103 @105
Do., General mortgage, 7 p. c	102 @104	104½@105½
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	83 @ 85
Do. with option to be paid in Phil.	83 @ 85	83 @ 85

American Railroad Journal.

Saturday, May 9, 1868.

Stock Exchange and Money Market.

The Money Market has estimated more firmness since our last, on an exhibited demand, chiefly from speculative sources. The offerings of capital have been on a less liberal scale, especially for Stock and Gold Board purposes. More disposition has been evinced, as well by the banks, as by private lenders, to make advances on prime mercantile paper, with a view to fostering the spring business. Call loans have been quoted at from 6@7, closing generally at 7 per cent.; choice to good discounts at from 6½@8 per cent. per annum. The banks made a very heavy gain in their cash balances, last week, an unprecedentedly large increase having been shown in the deposit line. The actual increase in the deposit averages was $10,898,646; in the legal tender reserve, $3,996,842; and in the specie hoard, $1,232,326. The loan averages were augmented full $5,314,655; while the circulation was reduced, $112,781. The U. S. Sub Treasury cash reserve was diminished, last week, $5,640,601, chiefly by the interest disbursements. The Sub-Treasurer was a buyer of Seven-Thirties and a seller of Gold, to a moderate extent during the week. The interest payments of the office, in April, were only $357,176. The interest disbursements, thus far, in May, have exceeded eleven millions in coin. The aggregate cash reserve of the Treasury Department on the 1st inst. was $139,083,794, (including $106,909,658 in coin, and $32,174,136 in currency) against $122,509,645 (including $99,279,617 in coin, and $23,230,027 in currency) on the 1st of April. Of the cash reserve on Tuesday last, the U. S. Sub-Treasury in this city held $102,495,374, including $10,601,297 to the credit of disbursement accounts.

The specie reserve of the city banks is now $16,166,873, against $9,902,177 same time last year. The city bank deposits are now $191,206,135, against $195,729,072 week ending May 4, 1867. The legal tender reserve amounts to $57,863,599, against $70,587,407 same time last year. The circulation now stands at $134,$14,843, against $33,571,747 same time last year. The loans are now $257,628,672, against $250,877,558 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $98,119,650 a day, against a daily average of $100,464,000 the preceding week, and $103,952,322 the week ending with April 18, 1868. The current week's exchanges average about $97,163,983 a day. The city banks, last week, gained $3,996,842 of legal tender $10,898,646 in the deposit line, and $1,232,326 of their specie reserve. They increased their loans, $5,314,055; and reduced their circulation $112,781.

The New York Gold Exchange Bank reports for the week ending Saturday, the 2d day of May, 1868, the average amount of loans and discounts as $1,657,297; average amount of specie, $1,182,980; average amount of deposits, $1,953,975.

The Philadelphia Bank movement the past week shows an increase in loans of $521,117 an increase of $109,667 in specie; an increase in legal tenders of $39,726; an increase of $842,647 in deposits; and a decrease of $9,268 in circulation. The Bank Clearings show a decrease of $28,398, and the balances, a decrease of $176,047

National Bank notes to the amount of $115,490 were issued last week, making the total issue to 1,673 banks thus far, $307,528,721, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,773,096, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,755,625. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,925,000; and for the public deposits, $38,349,950—making a total of $380,274,950. The Treasury Department last week redeemed and destroyed $438,200 of worn and mutilated fractional currency, and issued $118,859 of new. The outstanding amount of fractional currency on the 1st

inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,307,947 on the 1st of March 1868.

The U. S. Sub-Treasury receipts, week ending with May 2, were $22,172,526, including $2,131,-831 from customs duties; payments, $27,813,127, including $7,032,000 of coin interest; balance at the close of the week, $101,208,222, against $106,848,823, at the close of the preceding week, showing a decrease of $5,640,601. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,645,378 including $366,562 from customs; and payments, $3,287,446; on Tuesday, receipts, $1,133,761 including $393,040 from customs, and payments, $2,833,288. The balance at the close of business on Tuesday stood at $99,866,825, against $108,184,237 a week previous; and $104,-898,081 on April 21, 1868. The aggregate receipts of the office in April were $70,048,524; aggregate disbursements, $64,715,017.

The Sub-Treasury balance at the close of April was $102,495,374, against $98,161,867 at the close of March. The office issued $10,309,121 of coin certificates, in April. The aggregate amount of the certificates outstanding on the 1st inst. was $19,357,900, against $17,742,060 on the 1st of April.

Government revenues were on a moderate scale, last week. The excises, last week, yielded about three millions, against four millions the preceding week; customs at the port of New York, $2,131,-831 and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal to about $6,990,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $162,500,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to April 1, 1868, $2,128,862, against $1,815,411 same time last year.

The fluctuations in Gold, since our last, have been unimportant, the price having ranged from 139 to 139½, closing on Wednesday at 139⅜. The demand has been fair for export; but has been moderate for speculative and custom house purposes. The exports on Tuesday and Wednesday, of the current week, amount to $1,585,000. The coin reserve of the Treasury Department on the 1st inst., reached $106,909,658, including $19,-357,900 of private deposits. Since the 1st inst., there have been over fifteen millions disbursed on interest account, including over eleven millions through the local office. The city banks held specie to the amount of $16,166,873 on Saturday last; against $9,902,177 same date last year.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $2,792,000, against $687,500 same time last year. The customs demand for Gold last week, averaged $355,302 a day; thus far, this week, it has been equal to $391,-000 a day, or equal to a weekly aggregate of $2,346,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $9,800 and from California, $727,849. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $95,977,621, against $106,493,216 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $29,267,077, against $34,-667,781 same time in the preceding fiscal year, showing a decrease of $5,400,704 in 1867–'68. The exports of specie from this port, last week, were $2,431,891, against $713,657 same week last year. The exports of specie, hence, since July 1, 1867, have been $49,377,367, against $26,408,574 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $7,032,000, and since July 1, 1867, $61,684,261, against $45,535,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April, 1868, were $10,540,413, against $9,839,647 same time last year.

Foreign exchange has been a trifle firmer, since our last, but the transactions in all classes of bills have been light, and the market closes tamely. Bankers' prime sixty day bills on London closed on Wednesday at 110@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜ @110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,188,021, against $4,198,819 same week last year; total, since July 1, 1867, $152,820,811, against $166,-611,859 same time in 1866–'67.

Government securities have been remarkably steady, since our last, on a fairly active investment and speculative demand. Six per cents of 1881 have been scarce, and wanted by home and foreign buyers. The amount outstanding on the 1st inst., was $283,677,200, against $283,677,150 a month previously. Five twenties of all issues have been in good request at full rates. During April, $17,669,800 of these bonds were issued by the Department, augmenting the outstanding aggregate to $1,442,065,450, against $1,424,405,-600 on the 1st of April. Ten forties to the amount of $1,483,000 were marketed, during the the past month, chiefly through the loan agency of Messrs. Jay Cooke & Co., leaving an unissued balance of only some four millions, of the authorized aggregate of 200 millions. Seven-thirties have been going into the Treasury, by conversions or direct purchases, at a respectable rate. The amount of these notes outstanding on the 1st inst., was $163,490,250, or full $22,393,850 less than on the 1st of April. The original aggregate of the loan was 830 millions. Thus, 666½ millions have been redeemed and funded, before more than 300 millions of the loan matured. Compound Interest Notes have been in some request for banking purposes. There are now outstanding only $44,573,650 of these notes, showing a reduction of $1,436,850 within a month. Little movement has been noted in the new Three per cent. certificates, of which $2,040,000 were issued in April.

U. S. sixes of 1881 closed here on Wednesday at 113@113¼; U. S. Five-twenties of 1862, 108¼ @108⅜; U. S. Five-twenties of 1864 at 106⅝@ 106¾; U. S. Five-twenties of 1865 at 106¾@ 107; U. S. Five-twenties of 1865, consolidated, 109@109⅛; U. S. Five-twenties of 1867, 109⅜ @109½; U. S. Ten-forties at 103@103⅛, and U. S. Seven-thirties at 107⅜@107½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	119	September, 1865	117½
August, 1865	118	October, 1865	117

U. S. three per cent. certificates 100¼

Government paid off $215,400 of the matured loan of 1847–'67, in April.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 22.	April 29.	May 6.
Consols	93⅜	94	94⅛
U. S. 5-20's of 1862	*70¼	70¼	70⅝
Erie	46½	46½	46
Ill. Central	93½	95	95¼

* Ex May coupon.

Railway and miscellaneous share property has been rather more confidently dealt in, since our last, closing strong and buoyant in price.

General business has been fairly active in the produce lines. Flour, wheat, and pork have declined. Corn, oats, and lard have advanced. Cotton leaves off heavily the demand having been limited. Middling upland cotton closed languidly on Wednesday at 32@32½ cents, per lb. The stock of cotton now here is estimated at about 80,000 bales. The receipts at the port this week, have averaged only about 950 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,071,000 bales, against 1,678,000 bales same time last year; exports, same time 1,501,000 bales, against 1,227,000 bales same time last year; stock on hand at latest dates, 240,000 bales, against 385,000 bales same date last year. At the Live Stock markets this week, Beeves have been in moderately inquired at from 13@ 19c. per lb.; week's receipts, 5,517. Veal calves have been less active and heavy at 6@11½c. per lb.; receipts, 2,831. Sheep and lambs have been more sought after at from 5@9c. per lb.; receipts, 13,627. Swine in good demand at from 9@10½c. per lb., all live weight; receipts, 17,045. Foreign merchandise has exhibited more animation, and prices have been generally quite firm. The total imports of foreign dry goods, last week, were $1,-143,940, and the total amount marketed $1,277,-325 The value of foreign merchandise imported last week, was $4,251,875—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,395,815, against $4,292,967, same week last year; total since July 1, 1867, $201,055,836, against $229,-688,516 same time in 1866–'67. The ocean freight market has been moderately active, opening with a downward tendency, but closing more firmly. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5½d.@6d. by steamer, per bushel; cotton at ⅛d. by sail, and ⅛@$\frac{3}{16}$ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 20s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 511.

The New York exports, exclusive of specie, for the week ending May 5th, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,198,819	$3,188,021
Prev. reported	67,721,403	58,489,905
Since January 1	$71,920,222	$61,677,926

The balance in the Sub-Treasury on Wednesday was $100,100,615 64.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1870, 99; New York State 6s, 1873, 102⅜; Chicago and Milwaukee 1st mort., 88; New York and New Haven 6s, 95; Pacific R. R., 7s, guar. by Mo., 91; Rensselaer and Saratoga R. R., 86¾; Hannibal and St. Joseph pref., 83¾; Boston Water Power Co., 20½; Union Navigation, 26; Wells-Fargo Exp. Co., 25; American Exp., 61; Merchants' Union Exp., 31½; Adams' Express, 62½; U. S. Exp., 62¼; American Coal, 43; Western Union Telegraph, 38; do., bonds, 80½; Metropolitan Bank, 136; St. Nicholas Bank, 107½; Fourth National Bank, 105½; Ocean Bank, 104; Central National Bank, 107½; Bank of Commerce, 120; Park Bank, 150; Buchanan Farm, petroleum, 0.42; Consol. Gregory Gold, 2.90; Davidson Copper, 0.40; Empire Gold of N. C., 2.50; Keystone, 0.01; La Crosse Gold, 0.39; Montana Gold, 0.45; Midas Silver, 0.50; New York Gold, 0.59; Nye Gold, 0.03; Quartz Hill Gold, 1.00; Rutland Marble, 15.00; Smith and Parmalee, 2.30; Sherman and Barnsdale, petroleum, 0.35; United States, petroleum, 1.65; Walkill Lead, 0.21.

Philadelphia.—West Jersey R. R. 6s, 91¼; Phila. and Reading 6s, 1843-'80, 94; North Penna. 7s, 84½; West Chester 7s, 97; Connecting R. R. bonds, 84; Sunbury and Erie 7s, 100; Allegheny Comp. 5s, 75; Schuylkill Nav. 7s, Boat Loan, 72½; Tenth and Eleventh streets R. R., 65; Thirteenth and Fifteenth streets R. R., 16⅛; New York and Middle Coal Fields, 3⅛; Hazleton Coal, 60⅛; Ocean Oil, 2⅛; Dalzell Oil, 1¼; Bank of North America, 250; Western Bank, 97; Commercial Bank, 60¾; Farmers' and Mechanics' Bank, 133. The latest quotations are: City 6s, 100⅝@101; do., free of tax, 103¼@103⅜; State 5s, reg., 98@99; do., coupon, 97@97; do., 6s, W.L., 102½@103¼; Reading, 45⅜@45½; do., 6s, 1870, 97@99; do., bonds, 93½@94½; Camden and Amboy, 127¼@127½; do., mort. 6s, 1889, 96¾@97; do., 1883, 90@—; Penn. R. R., 52¾@53; do., 1st mort., 102@103; do., 2d mort., 98@98; Little Schuylkill R. R., 37@37½; Morris Canal, 35@50; do., pref., 91@92; do., bonds, 85@90; Wyoming Valley Canal, 41@45; do., 6s, 79@85; Susquehanna Canal, 15⅝@16; do., 6s, 60¾@61; Sch. Nav., 10@12; do., pref., 19⅛@19⅞; do., 6s, 1882, 71@72; Union Canal bonds, 14½@16; Delaware Div. Canal, 47@48; do., bonds, 88@89; Elmira and Williamsport, 31@33; do., pref., 40@44; do., 7s, 1873, 97@97; do., 5s, 58@62; Lehigh Coal and Navigation, 20¾@21; do., bonds, 1884, 83@84; North Pennsylvania, 33@34; do., 6s, 91@91¼; Philadelphia and Erie, 25@25⅛; do., 6s, 91@91½; Minehill, 55½@56; Catawissa, 5¾@10; do., pref., 25½@26; Lehigh Valley, 52¾@53¼; do., bonds, 95¾@96½; Fifth and Sixth streets, (horse,) 35@37; Second and Third, 56@58; West Philadelphia, 65@66; Spruce and Pine, 20@22; Green and Coates, 30@31¼; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 15@17; Girard College, 25@26; Tenth and Eleventh, 65@66; Union, 40@50; Hestonville, 10@12½.

Boston.—Union Pacific R. R. 6s, gold, 99; Central Pacific R. R. 6s, gold, 98¾; New York and Boston Air Line 6s, 57; Boston, Hartford and Erie 7s, 62; do., new, 51; Ogdensburg and Lake Champlain Equipment 8s, 1878, 101⅜; St. Louis and Iron Mountain R. R. 7s, 1892, 94; Vermont Central and Vermont and Canada 8s, 102½; Rutland and Burlington 1st mort., 144⅜; Vermont Central 1st mort., consolidated, 80; St. Joseph and Council Bluffs R. R. 10s, 1892, 109; Kansas and Cameron R. R. 10s, 115; Eastern R. R. 6s, 1874, 95½; Old Colony and Newport 7s, 103; Conn. and Pass. Rivers R. R., 83½; do., 7s, 1876, 99; Indianapolis and Cincinnati, 27; Vermont Central, old, 56c.; Summit Branch R. R., 18; Union Railway, 85; Ogdensburg and Lake Champlain pref., 102; Boston Water Power Co., 20¾; Cary Imp., Co., 8¼; Waverly Land, 1⅛; Ophir (N. S.) gold, 1.40; Bullion Consolidated, 62½c.; Massachusetts 6s, reg., currency, 102¾; do., 5s, 1894, gold, 109; New Hampshire 6s, 1870@1878, 100; Maine 6s, 1889, 99⅞; Chicago 7s, municipal, 96½; St. Louis 6s, 1887, W. L., gold, 100; do., 1882, Municipal, 82¼; do., Harbor Imp., 82⅛; Lynn 6s, 1886, 99¼; Albany 6s, 1896, 95; Salem 6s, 1877, W. L., 99⅞; Portland 6s, 1887, Building Loan, 97⅞; Boston 6s, 1876, currency, 102¼; Bangor 6s, 1871, 93; Calais, Me., 6s, 1876, 91; Boston Gas, 775; Atlas National Bank, 119¼; Eliot National Bank, 109½; Everett National Bank, 106¼; First National Bank, 167; Howard National Bank, 108½; Hide and Leather National Bank, 143; Merchants' National Bank, 118⅞; Market National Bank, 107¼; National Bank of Redemption, 133¾; North National Bank, 114¼; National Bank of Commerce, 117½; SecondNational Bank, Granite, 148; State National Bank, 107½; Suffolk National Bank, 115¼; Traders' National Bank, 100½; Tremont National Bank, 121⅞; Webster National Bank, 108; Allouez Mining Co., 3; Petherick, 87½c.; St. Clair, 1¼; Superior, 1¼.

Baltimore.—Virginia 6s, reg., old, 45; do., 1866, reg., 41¼; Western Maryland 2d mort., guar., 92; Richmond and Danville R. R. bonds, 64; Central Ohio R. R., 36¼; do., 1st mort., 86⅛; Atlantic Coal, 0.82; Liberty Copper, 0.60; Commercial and Farmers Bank, 43; Farmers' and Mechanics' Bank, 45½; Howard Bank, 11; National Exchange Bank, 98; Bank of Commerce, 28; Farmers' and Planters' Bank, 35½; Bank of Baltimore, 113; Merchants' Bank, 109¼; Union Bank, 61; Western Bank, 28½. The latest quotations are: Balt. and Ohio, 122@122; do., 6s, 1875, 98@98¼; do., 1880, 97½@—; do., 1885, 96@97; Northern Central, 45¼@45½; do., bonds, 1885, 84½@85; do., 1900, 81@84; Parkersburg Branch, 26@27; N. W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@94; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 70¾@71½; Central Ohio, 36¾@37; do., 1st mort., 86@86; Western Md. 6s, 1890, 75@80; do., guar., 94@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97@98; do., 1886, 98¾@9½9; do., 1890, 98⅛@98¼; do., coupon, 100@—; do., Park, 92@98; do., 1893, 96@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19½@19⅞; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@66; Santa Clara, 1.50@3.00; Atlantic Coal, 0.80@0.85.

☞ The Wicomico and Pocomoke Railroad, between Salisbury and Berlin, Maryland, was formally opened last week.

Delaware and Hudson Canal Co.

This company proposes to double its capital stock, making it $20,000,000. A special meeting has been called for May 12, to obtain the consent of the shareholders. If the authority be given, 50,000 shares, or one share for every two now held by the stockholders, will be issued immediately, on which 60 per cent. will be called for in installments during the present year, and the remaining 40 per cent., or $2,000,000, will be credited as paid to represent that amount of undivided earnings expended in improvements, purchases of lands, and in providing a necessary increase of working capital. The amount to be called in ($3,000,000) is required to pay for recent large purchases of coal property in the neighborhood of Wilkesbarre. These purchases will lay a solid basis for an important and needed extension of the company's operations, and the Board feel the strongest confidence that they will contribute largely to the future prosperity of the company. The remaining 50,000 shares, if the issue be authorized, will be disposed of hereafter, from time to time, as in the judgment of the Board, the interests of the company, and the attainment of the objects of its charter may require.

Portland and Ogdensburg Railroad.

The Albany *Journal* says that a Vermont gentleman has offered to build the Portland and Ogdensburg Railroad from seven miles above Portland to Dalton on the Connecticut River, and furnish all but machinery or rolling stock, for $29,000 per mile. A Massachusetts party, representing several millions capital, proposed to build the entire road to the western terminus in Vermont at $35,000, including rolling stock to the value of $4,000 per mile. No action has yet been taken on these offers.

Mississippi Central Railroad.

This road has been leased to a company of eastern capitalists, of which H. S. McCombs, of Wilmington, Del., is the head, for 16 years. The lessees assume entire indebtedness of the road, except the debt to the State of Tennessee. The road is to be returned to the stockholders at the expiration of the lease in the same condition as it is delivered. Arrangements are being made for its extension to Louisville.

Denver, South Park and Rio Grande R. R.

A company with the above title was recently organized at Denver. The officers are: H. M. Porter, President: Ansel Bates, Vice President; J. S. Brown, Treasurer; and D. A. Cheever, Secretary. The route is to be through the Poncha Pass to the southern boundary of the Territory.

☞ The remaining sections of the Knoxville and Kentucky Railroad, extending from Knoxville to the Kentucky line, have been put under contract to the following parties: Ed. McLovern, J. T. Offutt & Co., B. F. Vaughn, H. Y. Bibb & Co., Thomas Rosser, J. B. Neely & Co., Frank Sheffen, bridge masonry; Gardner & Martin, bridge masonry. This secures the completion of the road.

☞ The Dubuque *Times* says that the contractors on the Dubuque and Sioux City Railroad have sub-let the work of grading between Iowa Falls and Fort Dodge, and an increased force of men will soon be put on the work and the enterprise pushed forward with energy and dispatch.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 4th week in April, 1868, were.$147,579 00
Corresponding week of previous year. 119,888 00

Increase.....$27,691 00

The earnings of the Chicago and Alton Railroad for the 4th week in April, 1868..$65,004 17
Corresponding period previous year .. 72,813 91

Decrease $7,809 74

The earnings of the Detroit and Milwaukee Railroad for the fourth week in April 1868, were $36,047 54
Corresponding week of 1867 ..... 38,920 34

Decrease $2,872 80

The earnings of the Chicago and Rock Island Railroad for the fourth week in April, 1868, were.....$67,900 00
Corresponding week of previous year.. 54,802 00

Increase $13,098 00

The earnings of the Chicago and Northwestern Railroad for the 4th week in April,1868.$352,934 89
Corresponding week previous year .. 243,889 13

Increase $109,045 76

☞ A mortgage for $1,000,000, has lately been recorded in the office of the Register of Deeds for Winona Co., Min., by the Winona Eastern Connection Railroad Company—the mortgagee being Henry J. Tilden, of New York. This fact, says the Winona *Republican*, is construed by some of our citizens to foreshadow the immediate purchase of the iron and the laying of the same on the road from this city eastward. Whether the surmise is a correct one, or not, will very soon be made manifest.

☞ The charter of the South Mountain Railroad has been renewed. The road is to be commenced in five and to be completed in ten years. It will start at Harrisburg and run through Linglestown, Grantville, Jonestown, Fredericksburg, Millersburg, Straustown and Shartlesville, to Hamburg, Berks county.

☞ The Winona, (Min.) *Republican* says that the Northwestern Company have fully determined to extend the Winona and St. Peter Railroad westward to the Minnesota river this year.

☞ Col. Franchot, Chief Engineer of the Schenectady and Ogdensburg Railroad, writes to the Hon. Benjamin Squire, of Canton, that he has been instructed to make the *locating survey*, and expects to complete it this season.

☞ The Milford *Journal* reports that the railroad from that place to Woonsocket is fast approaching completion, and there is little doubt that the trains will be running over it by the first of June.

☞ All the stock in the Bangor and Piscataquis Railroad having been taken, the road will be put under contract immediately. Proposals are advertised for now. The road is to connect Dover and Foxcroft with the European and North American Railroad.

☞ The Burlington and Missouri River Railroad is now finished to Afton, within a hundred miles of Omaha. Contracts will soon be taken for the construction of the road to that point, to be completed by the first of July, 1869.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$626,505	$776,306
" cotton...	804,902	694,385
" silk	826,109	1,210,011
" flax	553,084	671,705
Miscellaneous dry goods..	495,227	426,594
Total entered for consump.	$3,305,827	$3,779,001

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$740,472	$738,095
" cotton...	704,840	418,777
" silk	660,665	288,116
" flax	375,090	440,877
Miscellaneous dry goods..	171,632	269,307
Total withdrawn from warehouse	$2,652,699	$2,155,172
Add entered for consump.	3,305,827	3,779,001
Tot. thrown on the market..	$5,958,526	$5,934,173

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$783,263	$400,545
" cotton...	337,214	220,989
" silk	287,038	146,792
" flax	291,050	186,287
Miscellaneous dry goods..	270,063	92,804
Total entered for wareh'g..	$1,968,628	$1,047,417
Total entered for consump.	3,305,827	3,779,001
Total entered at the port..	$5,274,455	$4,826,418

The imports of foreign dry goods at New York for four months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$6,105,838	$4,660,302
" cotton..	5,204,160	3,781,364
" silk	4,291,141	5,741,632
" flax	3,564,199	2,871,901
Miscellaneous dry goods.	2,530,469	2,374,794
Tot. entered for consump.	$21,695,807	$19,429,993

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool....	$8,003,916	$3,863,044
" cotton..	4,054,266	2,371,319
" silk	3,138,183	1,643,106
" flax	3,732,430	2,352,535
Miscellaneous dry goods.	736,909	853,621
Total withdrawn from warehouse	$19,665,704	$11,083,625
Add entered for consump.	21,695,807	19,429,993
Total thrown on the market.....	$41,361,511	$30,513,618

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$5,932,744	$3,356,789
" cotton..	3,721,454	1,712,088
" silk	2,805,852	1,361,567
" flax	2,239,913	1,208,025
Miscellaneous dry goods.	821,751	813,739
Total entered warehouse.	$15,521,714	$8,452,208
Add entered for consump.	21,695,807	19,429,993
Total entered at the port..	$37,217,521	$27,882,201

Imports of foreign dry goods at New York for ten months from July 1:

Year.	Value.
1862	$31,676,135
1863	55,449,103
1864	72,352,127
1865	40,498,403
1866	122,981,478
1867	93,725,514
1868	67,246,559

Little Miami and Columbus & Xenia R. R. Companies.

To the Stockholders:

The Committee appointed by the stockholders at their last regular meeting in January, 1868, reported the following statement of the financial condition of the companies, December 1, 1867:

The combined assets and liabilities of the L. M. and the C. & X. R. R. Co.'s joint and several, are as follows:

ASSETS.

Construction and real estate—		
Little Miami Company		$3,775,757 40
Columbus and Xenia Company....		1,482,840 46
		$5,258,597 86
Rolling stock and shop machinery.		1,012,564 55
Bills receivable—		
Joint Company	$1,881 42	
Columbus and Xenia Co..	18,890 35	
		20,771 77
Due from agents.....		68,916 12
Due from United States		17,056 58
Cash in hands of Treasurer		112,551 01
Cash in hands of Assistant Treasurer		16,707 32
Cash and cash items, paymaster....		81,689 86
Street connection track.....		170,046 02
Materials on hand		203,427 46
Pittsburg and Steubenville bonds..		200,000 00
Street connection bonds.....		60,000 00
Central Ohio Railroad stock.....		33,314 68
Miscellaneous bonds and stocks....		30,385 65
Dayton and Xenia Railroad.....		411,823 82
Wharf boat		4,399 60
		$7,707,252 30

LIABILITIES.

Capital stock—		
L. M. R. R. Co.....	$3,572,400	
C. & X. R. R. Co.....	1,786,200	
		$5,358,600 00
Less C. & X. stock owned by		
L. M. R. R. Co.....	$425,650	
C. & X. R. R. Co.....	17,050	
Jointly.....	93,900	
		536,609 00
		$4,822,000 00
Bonds—		
L. M. R. R. 1st mortgage.	$1,489,000	
L. M. R. R. City loan....	100,000	
C. & X. R. R. 1st mort...	248,000	
	$1,837,000	
Less held jointly—		
L. M. R. R. 1st mortgage.	197,000	
		1,640,000 00
Bills payable.....		79,426 16
Due to transportation companies ..		57,349 29
Due to individuals.....		131,114 02
Unpaid dividends.....		212,587 98
Surplus		764,774 85
		$7,707,252 30
From the apparent joint surplus		$764,774 85
Should be deducted—		
Depreciation of street connection bonds.....	$12,000 00	
Interest charged to expense of street connection	12,000 00	
Hillsboro and Cincinnati Railroad stock	9,262 83	
Other stock considered worthless.....	4,290 00	
Depreciation of Central Ohio Railroad stock....	14,000 00	
Floating debt for rails, locomotives, bridges, &c..	105,025 00	
		156,577 83
		$608,197 02

The surplus must be charged with any ultimate loss which may be incurred on the expenditure for the elevator over and above the $33,000, which the Little Miami stockholders authorized to be subscribed. The expenditure amounts to $65,449 72, and the whole matter has been referred to a Committee of the Board, and it is hoped the same will be satisfactorily adjusted.

A floating debt of about two hundred thousand dollars, growing out of the above expenditure, the purchase of additional engines, real estate, superstructure, &c., has been incurred. It may be stated thus:

Money borrowed	$93,000
For building one-half Dayton Bridge	30,000
Iron and steel rails	38,863
Baggage burnt at Xenia	19,650
New locomotives	15,225
	$196,738

The companies must either carry these debts or apply current earnings to their payment, their surplus assets not being in a shape to use at this time for that purpose.

There has been paid to the City of Cincinnati $27,000 from the current earnings, under a contract between the city and the Little Miami Company, for laying Nicholson pavement on that portion of Front street occupied by the track of the Little Miami Company, $4,000 of which is a contribution by the railroad company, and the balance a loan for one year. The Boards of Directors, also, deem it best to apply the current earnings to the payment of the above floating debt, and this will so far affect the income of the companies as to require the Boards to pass the June dividend.

E. W. Woodward, *President L. M. R. R. Co.*
Jos. R. Swan, *President C. & X. R. R. Co.*
Cincinnati, March 28, 1868.

Hudson River Railroad Bridge.

The following is a copy of the act passed by the Legislature of New York on the 28th of April, 1868, authorizing the construction of a new railroad bridge across the Hudson River at Albany:

Sec. 1. The Hudson River Bridge Company at Albany, is hereby authorized, in lieu of its present bridge crossing the Hudson River at Albany, to construct a bridge across the Hudson River from a point at or near the foot of Exchange street, in the city of Albany, to some suitable point on the eastern bank of said river, to be selected by said Hudson River Bridge Company at Albany; said new bridge to be constructed, maintained, used and enjoyed in all respects, as provided by the act entitled "An act authorizing the construction of a bridge across the Hudson River at Albany," passed April 9th, eighteen hundred and fifty-six, and the several acts amending the same, subject to the limitations and conditions therein contained, except in so far as they are modified and amended by this act.

Sec. 2. As soon as said new bridge shall be so far completed that trains of cars are or can be passed over it, the said Hudson River Bridge Company at Albany shall immediately disuse, demolish and entirely remove its present bridge crossing the Hudson River at Albany, including every part thereof, both above and below the surface of the water, and the franchise and easement of said present bridge shall wholly cease and determine.

Sec. 3. If the said Hudson River Bridge Company at Albany, fail to disuse, demolish and entirely remove its present bridge, as provided and required in the foregoing section, without delay, the common council of the city of Albany, or the common council of the city of Troy, shall cause the said bridge to be so disused, demolished and removed immediately, at the cost of the said Hudson River Bridge Company at Albany; and for the amount of the cost of such compelled disuse, demolition and removal of said present bridge, judgment shall be entered in the Supreme Court of this State, in the office of the County Clerk of the County of Albany, or in favor of the Mayor, Aldermen and commonalty of the city of Troy, as the case may be, and in the offices of the clerks of either counties, in favor of the Mayor, Aldermen and commonalty of the city of Albany, and against the said Hudson River Bridge Company at Albany, and may be enforced as such, and shall be deemed and treated in all respects, as a judgment of the Supreme Court. But before commencing the erection of the bridge authorized by this act, The Hudson River Bridge Company, The New York Central Railroad Company, The Hudson River Railroad Company and The Boston and Albany Railroad Company, stockholders in the said Hudson River Bridge Company shall jointly and severally execute and deliver a bond to the Mayor, Aldermen and commonalty of the city of Troy and the Mayor, Aldermen and commonalty of the city of Albany, as obligees therein, either of said obligees to prosecute the same in case of breach, in the penalty of at least six hundred thousand dollars, conditioned for the removal of the present bridge and the piers thereof from the foundation of the same, so as to completely restore the navigation of the river at that point, within nine months after the use of, or the crossing of the first train of cars over the bridge authorized to be built under this act, which bond shall be subject to the approval (as to its form and manner of execution,) of the Attorney General of the State.

Sec. 4. This act shall take effect immediately, but the authority herein given to the said Hudson River Bridge Company at Albany shall cease and determine at the end of three years from the date of its passage, unless the said Hudson River Bridge Company at Albany shall avail itself of and comply with its provisions within that period.

Sec. 5. This act shall take effect immediately.

Chicago, Rock Island and Pacific Railroad.

Since the re-organization of this company work has been vigorously prosecuted west of Des Moines. Fifty miles of the hundred and thirty between Des Moines and Council Bluffs are nearly graded, and the president and directors hope to have the line nearly completed and ready for the next spring's business. Most of the iron is purchased, and the entire work is progressing as prosperously as could be expected.

☞ A meeting of the directors of the proposed railroad from Reading to Treverton, *via* Bernville, Rehrersburg, and Tremont, Schuylkill County, was to have been held in Reading on the 5th inst., to take measures to put the road under way.

☞ Contracts have been let for the construction of the Hunter's Point, Ravenswood and Astoria Horse Railroad. The work is to begin at once, and the road will be finished by October 1st.

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65 WALL STREET, New York.
John W. Gould. Edward P. Bigelow.

NOTICE TO CONTRACTORS.

Sealed proposals for grading the Railroad of the Squankum and Freehold Marl Company from Farmingdale to Freehold, about eight miles in length, will be received at the Office of the Company at FREEHOLD, N. J., until the 28th of May, 1868.

Profile and specifications may be seen, and all necessary information obtained at the Office on and after May 19th.

I. S. BUCKELEW,
Engineer.

NOTICE TO CONTRACTORS.

Office Orange, Alexandria and Manassas Railroad Company, Alexandria, Va., April 27, 1868.

Proposals will be received at the office of the company until the 14th of MAY, for the RECONSTRUCTION OF THE MANASSAS ROAD, between Timberville and Harrisonburg, in the county of Rockingham, Va. There are 14 miles of track to lay, 30,000 cross ties to be furnished, about 1,000 lineal feet of trestle bridging, and excavation to the extent of from 3,000 to 5,000 yards of solid rock, and some embankments to be made.

H. W. VANDEGRIFT.
Chief Engineer and General Sup't.

NOTICE TO R. R. CONTRACTORS.

Proposals will be received until the thirtieth day of May, for the grading, masonry, bridging, ballasting and track-laying on the Bangor and Piscataquis Railroad, extending from its junction with the European and North American Railway at Oldtown, or Milford, to Dover and Foxcroft, in Piscataquis county—about forty (40) miles.

Said road will be divided into four divisions, and proposals will be received for a part or the whole of the work.

The Company reserve the right to reject any and all proposals not deemed for their interest to accept.

Profiles, Plans and Specifications may be seen previous to the day advertised for letting, by application to the President of said Railroad, at the office of Charles Hamlin, Esq., in the City of Bangor.

H. HAMLIN, President.
A. W. WILDES, Chief Engineer.
Bangor, Me., April 28, 1868.

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The Great Pacific Railroad Line, extending 1721 miles from Omaha, on the Missouri River, to the tide waters of the Pacific Ocean, is being built by two powerful Companies—THE UNION PACIFIC, beginning at Omaha, building West, and the Central Pacific of California, beginning at Sacramento, building East, until the two roads shall meet.

Both Companies have prosecuted the work with great vigor, the Union Pacific having already expended over

THIRTY MILLION DOLLARS,

and the Central over *Twenty Millions*, upon their respective parts of the undertaking. THE UNION PACIFIC HAVE COMPLETED 550 MILES—have iron and other materials for two hundred miles more upon the ground, and one hundred additional miles are ready for the track. They will have a much larger force employed this year than ever before, and it is expected that between

800 and 900 MILES

will be in operation during 1868. There seems to be no reasonable doubt that the distance between Omaha and Sacramento will be traversed by rail in 1870.

The GOVERNMENT GRANTS 12,800 acres of land, and its Bonds to the average amount of $28,000 per mile to aid in the construction of the line, and authorizes the issue of the First Mortgage Bonds now offered for sale, to the same amount and no more. The Government takes a *second* lien, and gives to the First Mortgage Bondholders a prior lien for their security, to which a large paid-up capital is added. The Bonds cannot be issued except as each section of twenty miles is accepted by Government commission, so that they always represent a real property.

It is universally admitted that on the completion of the Union Pacific Railroad, its through business will make it one of the most profitable in the world—but its *way* or *local* business is already several times the interest on its bonds; so that, if not another mile were built, they would be a secure investment.

THE NET EARNINGS for eight months of last year on an average of 386 miles are officially reported at **$1,069,136,** while the interest on all the bonds it could issue on that length of road for that time, reduced to currency, was only $345,856.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

APRIL 10, 1868

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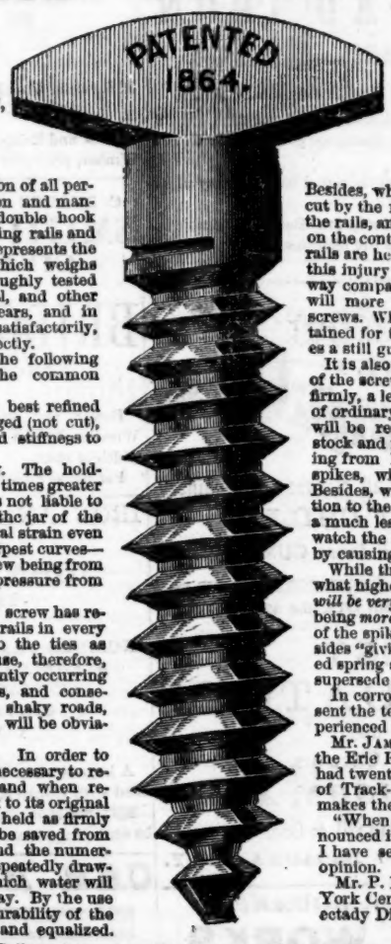

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—Increased Security. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—Greater Economy. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. James R. Hilliard, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. Marble, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. De Vergne, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. Snyder, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. Potter, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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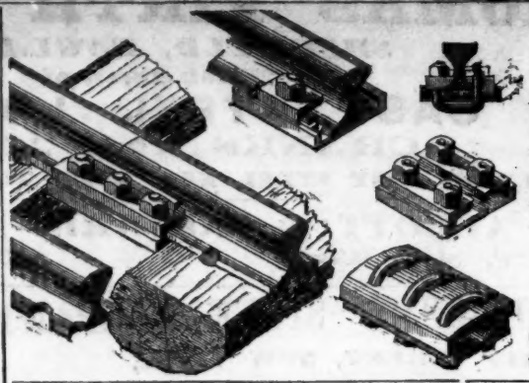

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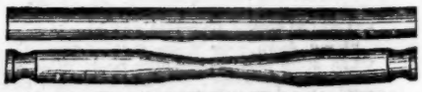

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